



**SCOTTSDALE PLANNING COMMISSION**  
**STUDY SESSION AGENDA**  
**CITY HALL KIVA**  
**3939 N DRINKWATER BLVD**  
**SCOTTSDALE, ARIZONA**  
**JUNE 25, 2003**  
**4:00 PM**

1. CALL TO ORDER
2. ADMINISTRATIVE REPORT – RANDY GRANT
3. REVIEW OF JUNE 25, 2003 AGENDA
4. REVIEW OF JULY 9, 2003 TENTATIVE AGENDA
5. ADJOURNMENT



**DRAFT**  
**SUBJECT TO CHANGE**  
**TENTATIVE AGENDA**  
**SCOTTSDALE PLANNING COMMISSION**  
**KIVA - CITY HALL**  
**3939 N. DRINKWATER BOULEVARD**  
**JULY 09, 2003**  
**5:00 P.M.**

- 11-UP-2003 (ReinventED) request by James Elson Architect, applicant, BWE 2000 LLC, owner, for a conditional use permit for a Charter school on a 11.9 +/- acre parcel located at 9181 E Bell Road Suite 102 with Industrial Park, Planned Community District (I-1 PCD) zoning. Staff contact person is Al Ward, 480-312-7067. **Applicant contact person is James Elson, 480-515-9332.**
- 6-ZN-2003 (Jupiter Assets Business Park) request by Tornow Design Associates, applicant, Jupiter Assets, owner, to rezone from Single Family Residential, Planned Community District (R1-35 PCD) to Industrial Park, Planned Community District (I-1 PCD) on a 5 +/- acre parcel located at the northwest corner of 90th Street and Bahia Drive. Staff contact person is Kira Wauwie AICP, 480-312-7061. **Applicant contact person is Roger Tornow, 480-607-5090.**
- 7-AB-2003 (Desert Vista Church) request by Desert Vista Church, applicant/owner, to abandon the north 30-foot right-of-way of Parcels 217-12-009D, E, and G, the Desert Vista proposed church site, located at 18201 N 94th Street. Staff contact person is Pete Deeley, 480-312-2554. **Applicant contact person is Todd Anderson, 480 368 0888.**
- 7-UP-2003 (Desert Vista Church) request by GDA Southwest, applicant, Desert Vista Church, owner, for a conditional use permit for a Charter school on a 7.2 +/- acre parcel located at 18201 N 94th Street with Single Family Residential, Environmentally Sensitive Lands (R1-35 ESL) zoning. Staff contact person is Tim Curtis, 480-312-4210. **Applicant contact person is Toby Rogers, 602-667-0444.**

A COPY OF A FULL AGENDA, INCLUDING ITEMS CONTINUED FROM PREVIOUS MEETINGS IS AVAILABLE AT LEAST 24 HOURS PRIOR TO THE MEETING AT THE FOLLOWING LOCATIONS:

Police Department, 9065 East Via Linda  
City Hall, 3939 N. Drinkwater Boulevard  
El Dorado Park & Recreation Center, 2311 N. Miller Road  
Online at: <http://www.ScottsdaleAZ.gov/Boards/PC>

ALL INTERESTED PARTIES ARE INVITED TO ATTEND.

For additional information visit our web site at [www.scottsdaleaz.gov](http://www.scottsdaleaz.gov)



Persons with a disability may request a reasonable accommodation such as a sign language interpreter, by contacting the City Clerk's Office at 480-312-2412. Requests should be made as early as possible to allow time to arrange accommodation.



**AGENDA**  
**SCOTTSDALE PLANNING COMMISSION**  
**KIVA - CITY HALL**  
**3939 N. DRINKWATER BOULEVARD**  
**JUNE 25, 2003**  
**5:00 P.M.**

**ROLL CALL**

**CONTINUED**

1. **5-ZN-1992#3 (Boulders Villas)** request by LVA Urban Design Studio, applicant, Wyndham International, owner, for Site plan approval per Zoning Stipulations from 5-ZN-1992 on a 18.1 +/- acre parcel located at the Northeast corner of Westland Road and Scottsdale Road with Planned Neighborhood Center, Planned Community District, Environmentally Sensitive Lands (PNC, PCD, ESL) and Central Business District, Environmentally Sensitive Lands (C-2, ESL) zoning.  
**CONTINUED TO AUGUST 27, 2003.**

**EXPEDITED AGENDA**

2. **8-UP-2003 (Chevron Oil Stop)** request by Gerald Deines Architect, applicant, Chevron, owner, for a conditional use permit for an Automotive Repair Facility on a .43 +/- acre parcel located at 7555 E Camelback Road with Highway Commercial (C-3) zoning. Staff contact person is Al Ward, 480-312-7067. **Applicant contact person is Ramin Bledsoe, 480-897-7145.**

Comments: This request is for a conditional use permit for Automotive Repair facility.

**REGULAR AGENDA**

3. **5-AB-2003 (Ayoub Residence)** request by Jesse McDonald, applicant, Jesse McDonald, owner, to abandon a portion of Mountain View Road alignment located on the north side of Mountain View Road and west of 116th Street. Staff contact person is Cheryl Sumners, 480-312-7834. **Applicant contact person is Jesse McDonald, 602-527-3310.**

Comments: This request is to abandon a roadway easement existing along the Mountain View Road alignment which is not used as part of the city's circulation plan. The planned street and existing improvements for Mountain View Road curve to the south instead of following this subject roadway alignment.



## SCOTTSDALE PLANNING COMMISSION

JUNE 25, 2003

PAGE 2

4. **52-ZN-1997#2 (Osborn Commons)** request by Scottsdale Osborn Holding Corporation, applicant, Dee Ann Skipton, owner, for a site plan amendment to 52-ZN-1997 on a 1.7 +/- acre parcel located at the northwest corner of Osborn Road and Bishop Lane with Downtown/Office Commercial Type 2 (D/OC-2) zoning. Staff contact person is Bill Verschuren, 480-312-7734. **Applicant contact person is Patrick Logue, 480-425-8500.**

Comments: This request is for a site plan change to a 48-unit apartment/condominium project.

5. **4-UP-2003 (5th Avenue Parking)** request by City of Scottsdale, applicant/owner, for a municipal use master site plan for a parking garage on a 1.6 +/- acre parcel located at 7143 E 5th Avenue with Central Business (C-2) zoning. Staff contact person is Kira Wauwie AICP, 480-312-7061. **Applicant contact person is Madeline Clemann, 480-312-2732.**

### WRITTEN COMMUNICATION

### ADJOURNMENT

David Gulino, Chairman  
Eric Hess  
Tony Nelssen  
James Heitel

Steve Steinberg, Vice Chairman  
David Barnett  
Jeffery Schwartz

For additional information click on the link to 'Projects in the Public Hearing Process' at:  
<http://www.ScottsdaleAZ.gov/projects>.



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# Planning Commission Report



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MEETING DATE: JUNE 25, 2003

ITEM NO. \_\_\_\_\_ GOAL: Coordinate Planning to Balance Infrastructure

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**REQUEST**

**Boulders Villas**

For Site plan approval per Zoning Stipulations from 5-ZN-1992 on a 18.1 +/- acre parcel located at the Northeast corner of Westland Road and Scottsdale Road with Planned Neighborhood Center, Planned Community District, Environmentally Sensitive Lands (PNC, PCD, ESL) and Central Business District, Environmentally Sensitive Lands (C-2, ESL) zoning.

**CONTINUANCE DATE**

August 27, 2003

**REASON FOR  
CONTINUANCE**

The applicant has requested more time to work out issues with this project.

**STAFF CONTACT(S)**

Kira Wauwie  
480-312-7061  
Project Coordination Manager  
E-mail: kwauwie@ScottsdaleAZ.gov

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**APPROVED BY**

\_\_\_\_\_  
Randy Grant  
Chief Planning Officer

# PLANNING COMMISSION REPORT



MEETING DATE: June 25, 2003

ITEM NO. \_\_\_\_\_ GOAL: Coordinate Planning to Balance Infrastructure

## SUBJECT

**Chevron Oil Stop**

## REQUEST

Request to approve a conditional use permit for an automotive repair facility on a .43 +/- acre parcel located at 7555 E Camelback Road with Highway Commercial (C-3) zoning.

**8-UP-2003**

### Key Items for Consideration:

- The vacant Mobil service station on the site will be demolished.
- The facility is limited to oil changes and other minor related services, with no gasoline sales.
- A screen wall and landscape buffer will screen the roll-up doors from the apartments located east of Miller Road.
- A public outreach has been conducted without any opposition expressed by area neighbors.

### Related Policies, References:

The project conforms to the use permit criteria for automotive repair facilities.

## OWNER

Chevron  
678-566-6654

## APPLICANT CONTACT

Ramin Bledsoe  
Gerald Deines Architect  
480-897-7145

## LOCATION

7555 E Camelback Rd

## BACKGROUND

### Background.

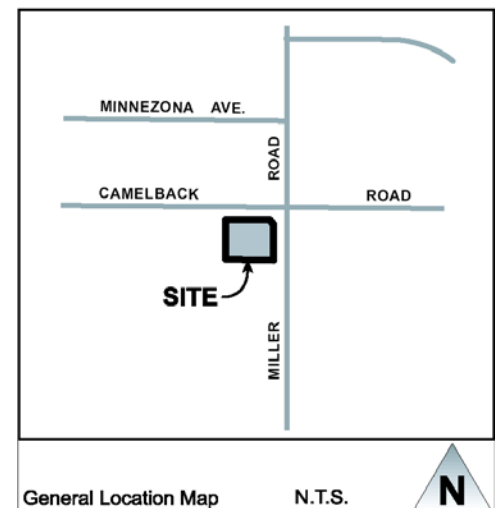
The Mobil service station was originally developed in the County but was subsequently annexed into the City and zoned Highway Commercial (C-3) district.

### Zoning.

The site is zoned Highway Commercial (C-3) District. The C-3 zoning district allows automotive repair facilities as conditional uses, but excludes body and paint shops.

### General Plan.

The General Plan Land Use Element designates the property as Commercial.



This category includes a variety of goods and services for people who live, work, and visit the area. It also provides for commercial centers frequently needed by surrounding residential users.

**Context.**

This subdivision is located at the southwest corner of Camelback and Miller Roads. The surrounding property is zoned Planned Neighborhood Center to the west, which is the Miller Camelback Plaza; and C-3 to the south, which is Circle K. Service Residential (S-R) is located to the north across Camelback Road, and Multi-family Residential (R-5) is to the east, which is the 2-story Maya Condominium complex across Miller Road.

**APPLICANT'S  
PROPOSAL**

**Goal/Purpose of Request.**

The proposal is to construct a new, 3-bay, oil change facility following demolition of the vacant Mobil service station. The existing 4 driveways from Camelback and Miller Roads will be reduced to 2. Vehicles will enter the oil change bays from the west and exit to the east. No vehicle lifts are provided since service employees work on cars from below-grade work space vaults. Also, vehicle stacking areas and the parking lot will be screened and located along the west side of the building.

No air compressors or other loud equipment will be used, since nothing other than oil changes will be performed at this location. No gasoline will be sold and no other automotive repair will be conducted. Views of the oil change bays are screened from Miller Road and the apartments to the east by a 4-foot-tall screen wall and 10-foot-wide landscape buffer. 2 of the 3 roll-up bay doors along Miller Road have been reduced from 12 to 10 feet in height to reduce visibility into service bays.

**IMPACT ANALYSIS**

**Development information.**

- *Existing Use:* Gasoline Service Station (Mobil)
- *Buildings/Description:* Vacant Mobil service station to be demolished
- *Parcel Size:* 0.43 acres, 18,678 square feet
- *Building Height Allowed:* 36 feet
- *Existing Building Height:* 25 feet
- *Floor Area:* 2,035 square feet
- *Parking:* 10 spaces are required, 16 are provided.
- *Other:* A 4-foot-tall screen wall and 10-foot-wide landscape buffer will screen bay doors along Miller Road, and a 20-foot-wide landscape buffer will be created adjacent to Camelback Road. 2 of the 3 roll-up bay doors along Miller Road have been reduced from 12 to 10 feet in height.

**Traffic.**

The use is anticipated to generate approximately 120 vehicle trips per day. Access to the site will be from Camelback and Miller Roads. Most traffic into the site will be right in and right out; however, Camelback Road provides the opportunity for left in and left out as well. Traffic will generally be dispersed throughout the day, but peak AM and PM traffic of about 20 vehicles per hour may be anticipated. The existing road system is considered adequate to accommodate the level of traffic generated by this site.

**Water/Sewer.**

Water and sewer to the site will be provided from existing connections located along Camelback and Miller Roads.

**Police/Fire.**

Rural Metro has reviewed the site plan. The proposal and site plan dimensions conform with their policy standards for this type of use.

**Open space, scenic corridors.**

10- and 20-foot-wide landscape buffers will be provided along Miller and Camelback Roads respectively. The buffers will replace the current service station pavement area.

**Policy implications.**

The original gasoline service station and auto repair facility on this site was originally developed in the County and subsequently annexed into the City. The land was rezoned C-3 district but use permits were never obtained for the facility, which has since operated as a legal non-conforming use. The current application will recognize the revised proposed use of the site. This area is located outside of the Downtown Overlay.

**Use Permit Criteria.**

Conditional use permits, which may be revocable, conditional, or valid for a specified time period, may be granted only when expressly permitted after the Planning Commission has made a recommendation and the City Council has found as follows:

- A. That the granting of such conditional use permit will not be materially detrimental to the public health, safety or welfare. In reaching this conclusion, the Planning Commission and the City Council's consideration shall include, but not be limited to, the following factors:
  1. Damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination.
    - ***This facility will be used for auto oil changes and minor engine services only. No other type of work or maintenance will be performed on vehicles. No hoists will be used. Employees will service vehicles from below-grade work area vaults. Oil servicing equipment will not create noise; no air compressors or impact wrenches will be used. No smoke, odor, dust, vibration, or illumination will be created by this use.***
  2. Impact on surrounding areas resulting from an unusual volume or character of traffic.

- *The traffic generated by this use will be minimal and will primarily consist of cars and light trucks. About 120 vehicle trips per day will be generated by this use, 20 of which will occur at peak hour and will access Camelback and Miller Roads from the site.*
- 3. There are no other factors associated with this project that will be materially detrimental to the public.
  - *Bay doors facing Miller Road and the apartment building to the east are screened by a 4-foot- tall screen wall and mature landscaping.*
- B. The characteristics of the proposed conditional use are reasonably compatible with the types of uses permitted in the surrounding areas.
  - *The oil stop will operate from 7 AM to 7 PM, 6 to 7 days per week depending on market conditions. This use is compatible with the surrounding area.*
- C. The additional conditions specified in Section 1.403, as applicable, have been satisfied.
  1. All repair work shall be performed inside the building.
  2. Vehicle entry to the building shall be from the rear of the building except on a corner lot, access may be from the side of the building where the side entry repair bays are screened by a solid masonry wall and landscaping, to the satisfaction of the DRB.
  3. All vehicles waiting repair shall be screened from view by a masonry wall or approved landscape screen.

*These requirements are met and stipulated as part of this case.*

**Community Involvement.**

The applicant sent written notice to neighbors within 750 feet of the site, advising of the proposal and the public open house date and location. A public open house was held on May 27, 2003. Two (2) people attended the meeting from the Maya Condominiums, on the east side of the site. Comments were generally supportive, but questions were asked regarding the appearance of the building. The applicant provided tentative building elevations to the attendees.

**Community Impact.**

The site is the former location of a gasoline service station and repair facility. The oil stop has made efforts to minimize adverse impacts on neighbors. The site is not a significant generator of noise, dust, odor, or illumination. Proposed hours of operation are from 7AM to 7 PM. Traffic generation is not significant for this use, which is calculated at about 120 vehicles per day. The closest residential use in the vicinity is the condominium complex along the east side of Miller Road.

**STAFF  
RECOMMENDATION**

**Recommended Approach:**

Staff recommends approval, subject to the attached stipulations.

**RESPONSIBLE**                      **Planning and Development Services Department**  
**DEPT(S)**                              Current Planning Services

**STAFF CONTACT(S)**              Al Ward  
Senior Planner  
480-312-7067  
E-mail: award@ScottsdaleAZ.gov

**APPROVED BY**

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Al Ward  
Senior Planner  
Report Author

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Randy Grant  
Chief Planning Officer

**ATTACHMENTS**

1.       Applicant's Narrative
2.       Context Aerial
- 2A.      Aerial Close-Up
3.       Land Use Map
4.       Zoning Map
5.       Stipulations
6.       Additional Information
7.       Traffic Impact Summary
8.       Citizen Involvement
9.       Site Plan

☐ Rezoning

☒ Use Permit

☐ Development Review

☐ Master Sign Programs

☐ Variance

☐ Other

Case # \_\_\_\_\_/105-PA-03

Project Name CHRYSLER OIL STOP

Location 7555 E. CAMELBACK

Applicant RAMIN BLODSE

## SITE DETAILS

Proposed/Existing Zoning: C-3

Use: OIL CHANGES

Parcel Size: 429 ACRES

☒ Gross Floor Area    ☐ Total Units: 2035 S.F.

☐ Floor Area Ratio    ☐ Density: \_\_\_\_\_

Parking Required: 10

Parking Provided: 116 (6 w/13 BOYS)

# Of Buildings: 1

Height: 25'

Setbacks: N- 20' S- 0'

E- 20' W- 0'

**In the following space, please describe the project or the request**

At the SWC of Camelback and Miller, we are proposing to place a brand new building to provide oil changing services to the surrounding areas. The building will replace all structures currently on site and will reduce the existing # of drives on Camelback and Miller from 2 ea. to 1 ea. Current setbacks and landscape requirements will be incorporated into the site plan. The structure itself is of a current vernacular with stucco and stone work. The bay doors are high quality aluminum framed glass roll up doors. No equipment is visible in the upper portion of the bays. The cars are serviced from the basement below w/o the need or use of lifts. This is a high quality facility with customer service paramount. Screen walls, 4'-0" in height, have been placed along Camelback and Miller roads to screen the roll up doors and bays.

(If an additional page(s) is necessary, please attach.)

CD02051 (2/94)

8-UP-2003





Chevron Oil Stop

8-UP-2003

ATTACHMENT #2



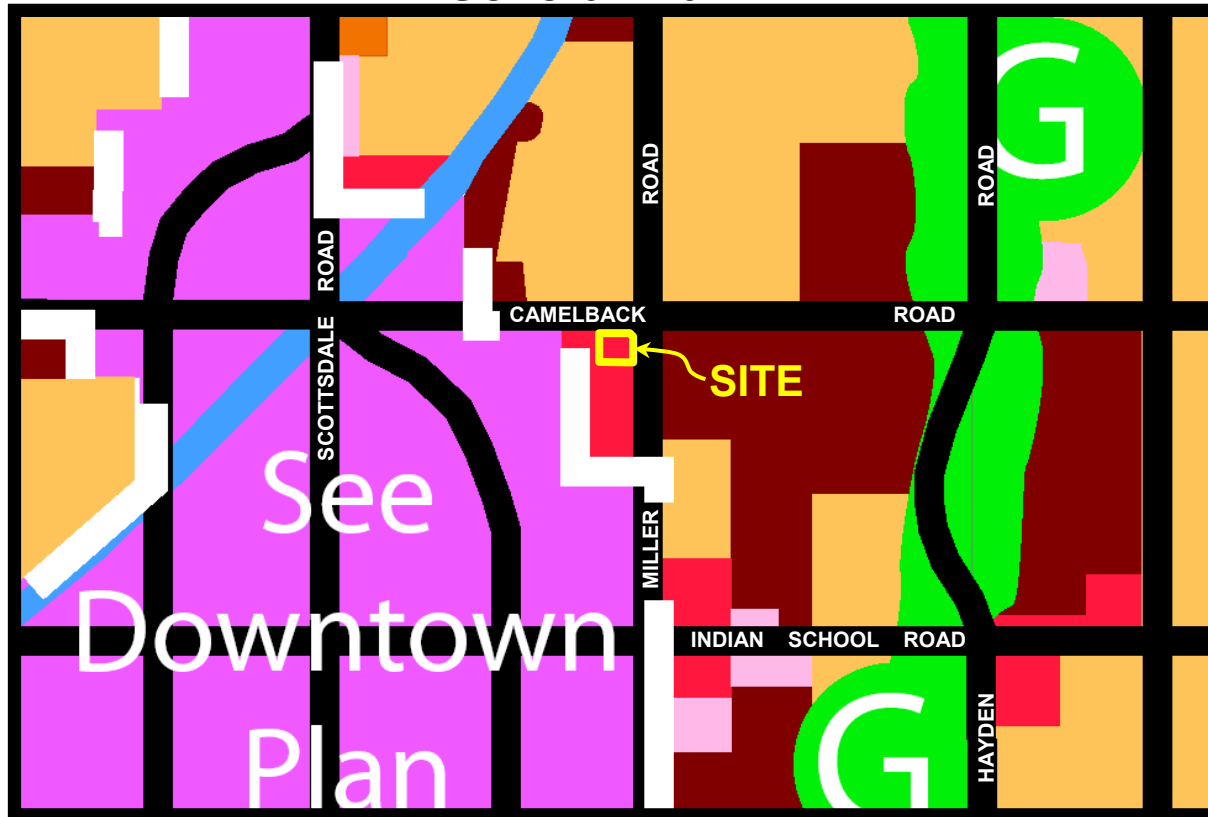


Chevron Oil Stop

8-UP-2003

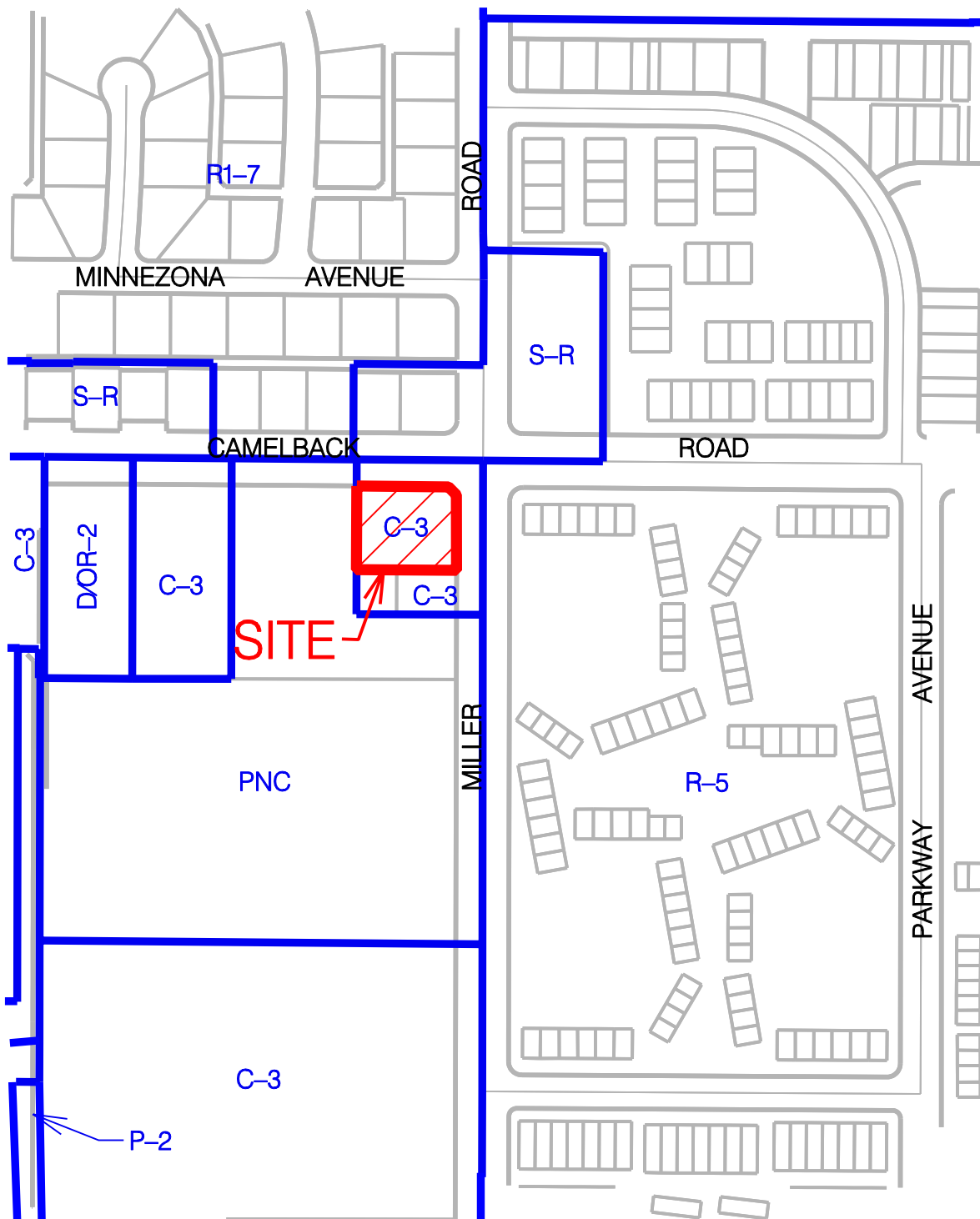
ATTACHMENT #2A

# General Plan



**8-UP-2003**  
**ATTACHMENT #3**

Adopted by City Council October 30, 2001  
Ratified by Scottsdale voters March 12, 2002  
revised to show McDowell Sonoran Preserve as of April 2, 2002



8-UP-2003

ATTACHMENT #4



## STIPULATIONS FOR CASE 8-UP-2003

### PLANNING/ DEVELOPMENT

1. CONFORMANCE TO DEVELOPMENT SUBMITTAL. Development shall conform to the site plan submitted by **Gerald Deines Architect and dated 5/05/2003**. These stipulations and **Zoning Ordinance requirements** take precedence over the above-referenced site plan. Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.
2. SCREENING OF BAY DOORS. The Development Review Board, at the time of DRB review, shall review the proposed wall height and mature landscape buffer along Miller Rd. to assure adequate visual screening is provided to reasonably screen the roll-up bay doors along the east side of the site.
3. HEIGHT OF BAY DOORS. Maximum bay door height along Miller Road shall be 12 feet for the center bay door and 10 feet for the other 2 bay doors.
4. LIMITATIONS ON LOUD EQUIPMENT. No air compressors or other loud equipment shall be used on the site except as normally associated with vehicle oil changes and minor engine services.
5. HOURS OF OPERATION. Allowable hours of operation for this facility shall be 7 AM to 7 PM.

### ENVIRONMENTAL DESIGN

1. OUTDOOR LIGHTING. The maximum height of any outdoor lighting source shall be **20 feet** above natural grade at the base of the light standard except for recreation uses, which shall comply with the outdoor lighting standards of the Scottsdale Zoning Ordinance.

### CIRCULATION

1. STREET CONSTRUCTION. Before any certificate of occupancy is issued for the site, the developer, at its expense, shall dedicate the following right-of-way and construct the following improvements:

Street Name/Type	Dedications	Improvements	Notes
Camelback Road	45-foot half (40-foot existing)	Sidewalk	See Notes "A" and "B"

#### Notes:

- A. The developer shall replace the portion of the existing sidewalk along the site frontage on Camelback Road, which dips at the location of the site driveway that is being removed.
  - B. The developer shall remove the two existing driveways nearest the intersection of Camelback Road and Miller Road and replace them with curb and gutter to match the existing adjacent street improvements.
2. ACCESS RESTRICTIONS. Before issuance of any certificate of occupancy for the site, the developer shall construct the following access to the site. Access to the site shall conform to the

following restrictions (distances measured to the driveway or street centerlines):

- a. Camelback Road - There shall be a maximum of one site driveway from Camelback Road, located approximately 160 feet west of the Miller Road centerline.
  - b. Miller Road - There shall be a maximum of one site driveway from Miller Road, located approximately 150 feet south of the Camelback Road centerline.
3. EASEMENT REQUIREMENTS. Before any final plan approval, the developer shall dedicate a cross-access easement over the site driveway on Miller Road in a form acceptable to City staff. This easement shall be a minimum of 40 feet wide (east-west) by 12 feet long (north-south), and shall be located at the southeast corner of the site.

### DRAINAGE AND FLOOD CONTROL

1. CONCEPTUAL DRAINAGE REPORT. With the Development Review Board submittal, the developer shall submit a conceptual drainage report and plan, subject to City staff approval. The conceptual report and plan shall be in conformance with the Design Standards and Policies Manual - Section 2.1 – “*Drainage Policy, Downtown Scottsdale*.” In addition, the conceptual drainage report and plan shall:
  - a. Identify all storm water runoff entering and exiting the site, and calculate the peak discharge (100-yr, 6-hr storm event) for a pre- versus post-development discharge comparison of all storm water runoff that exits the property.
  - b. Demonstrate how the storm water storage requirement shall be satisfied, indicating the location, volume and drainage area of all storage.
  - c. Include flood zone information to establish the basis for determining finish floor elevations in conformance with the Scottsdale Revised Code.
2. STORM WATER STORAGE REQUIREMENT. On-site storm water storage is required for the full 100-year, 2-hour storm event, unless City staff approves the developer's Request for Waiver. See Section 2 of the Design Standards and Policies Manual for waiver criteria.
  - a. If applicable, the developer shall submit to the One-Stop Shop a Request for Waiver Review form, which shall:
    - (1) Include a supportive argument that demonstrates that historical flow through the site will be maintained, and that storm water runoff exiting this site has a safe place to flow.
    - (2) Include an estimate for payment in-lieu of on-site storm water storage, subject to City staff approval.
  - b. Before the improvement plan submittal, the developer shall have obtained the waiver approval.



## ADDITIONAL INFORMATION FOR CASE 8-UP-2003

### PLANNING/DEVELOPMENT

1. DEVELOPMENT CONTINGENCIES. The approved development program, including intensity, may be changed due to drainage issues, topography, and other site planning concerns which will need to be resolved at the time of preliminary plat or site plan approval. Appropriate design solutions to these constraints may preclude achievement of the proposed development program.
2. DEVELOPMENT REVIEW BOARD. The City Council directs the Development Review Board's attention to:
  - a. **Architecture** and wall design,
  - b. the type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use,
  - c. improvement plans for open space, buildings and/or walls, and amenities such as ramadas, landscape buffers on public and/or private property (back-of-curb to right-of-way or access easement line included).
  - d. major stormwater management systems.
3. OPEN SPACE CALCULATION. Open space may be calculated prior to dedication of right of way along Camelback Road as required to conform with open space requirements for the site.

### ENGINEERING

1. RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE. The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the City to provide any of these improvements.
2. FEES. The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.
3. CITY CONTROL OF ACCESS. The City retains the right to modify or void access within City right-of-way. The City's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above.

**CHEVRON OIL STOP  
TRIP GENERATION ANALYSIS**  
City of Scottsdale Project # 105-PA-03  
7555 E. Camelback Road  
Scottsdale, AZ 85251

Located at the southwest corner of Camelback Road and Miller Road is an existing Mobil Gas Station. This station is not currently operating. When it was open for business, gasoline was sold from (4) double sided gas pumps (with a total of 8 gas dispensing points). In addition to the sale of gasoline, the station also provided automotive service with (2) enclosed service bays in the building and (1) service bay located outside on the west end of the building. A small convenience store located on the east end provided some food and drink sales. Access to the site is from two drives on Camelback Road and two drives on Miller Road. Access between the Circle-K convenience store south of the gas station can occur across a common asphalt area straddling the property line.

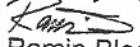
We are in the process of planning, permitting, and placing a Chevron Oil Stop on this property. Except for the existing monument signs, the entire site will be scraped clean. Placed on this property will be a new building containing (3) bays for oil changing. All work performed on patron's automobiles will be in the bays. Hence, only one car per bay can be serviced at a time. The typical time spent to service each car is (30) minutes, with a best time of (20) minutes. This figures out to a peak load of (9) cars per hour. Chevron Oil Stop facilities in other locations have been topping out with a daily load of (50) cars serviced. The hours of operation will usually be from 8am to 6pm, six to seven days a week (depending upon market conditions).

To facilitate the best flow and site access possible, the existing drives closest to the intersection of Camelback Road and Miller Road will be removed. Access to the Circle-K to the south will no longer be possible. There is not, nor has there been, nor will there be, a cross access agreement or easement between the two properties.

This new Chevron Oil Stop facility on this property will have a significantly reduced trip generation compared to the previous use as a gas station. The site will have an improved appearance with new landscaping areas, pedestrian access, and a building with a current design vernacular. Better traffic flow and parking facilities on the site will further reduce the impact that this business will have on the surrounding traffic patterns. With a load of (50) cars serviced per day and a maximum of (7) employees at one time, the trip generation works out to (114) per day.

If there are any questions related to this statement, please contact me at your convenience.

Thank you,

  
Ramin Bledsoe  
Gerald Deines, Architect  
5801 S. McClintock, Suite 104  
Tempe, AZ 85283  
480.897.7145  
480.897.7105 F



8-UP-03

**CHEVRON OIL STOP  
NEIGHBORHOOD OPEN HOUSE MEETING**  
City of Scottsdale Project # 105-PA-03  
7555 E. Camelback Road  
Scottsdale, AZ 85251

**Date:** May 9, 2003

**Time:** 5:30 p.m.

**Location:** SWC of Camelback Road and Miller Road  
7555 East Camelback Road, Scottsdale, AZ 85251

Dear Neighbor:

You are invited to attend a neighborhood open house meeting for the redevelopment of this former Mobil Gas Station. This open house is for public input and questions

Located at the southwest corner of Camelback Road and Miller Road is an existing Mobil Gas Station. This station is not currently operating. In addition to the sale of gasoline, the station also provided automotive service with (2) enclosed service bays in the building and (1) service bay located outside on the west end of the building. A small convenience store located on the east end provided some food and drink sales. Access to the site is from two drives on Camelback Road and two drives on Miller Road. Access between the Circle-K convenience store south of the gas station can occur across a common asphalt area straddling the property line.

We are in the process of planning, permitting, and placing a Chevron Oil Stop on this property. Except for the existing monument signs, the entire site will be scraped clean. Placed on this property will be a new building containing (3) bays for oil changing. All work performed on patron's automobiles will be in the bays. The hours of operation will usually be from 8am to 6pm, six to seven days a week (depending upon market conditions).


To facilitate the best flow and site access possible, the existing drives closest to the intersection of Camelback Road and Miller Road will be removed. Access to the Circle-K to the south will no longer be possible from this site.

This new Chevron Oil Stop facility on this property will have a significantly reduced trip generation compared to the previous use as a gas station. The site will have an improved appearance with new landscaping areas, pedestrian access, and a building with a current design vernacular. Better traffic flow and parking facilities on the site will further reduce the impact that this business will have on the surrounding traffic patterns.

Thank you,

Gerald Deines, Architect  
5801 South McClintock, Suite 104  
Tempe, AZ 85283  
(480) 897-7145

# MAPQUEST

 [Send To Printer](#) [Back to Map](#)

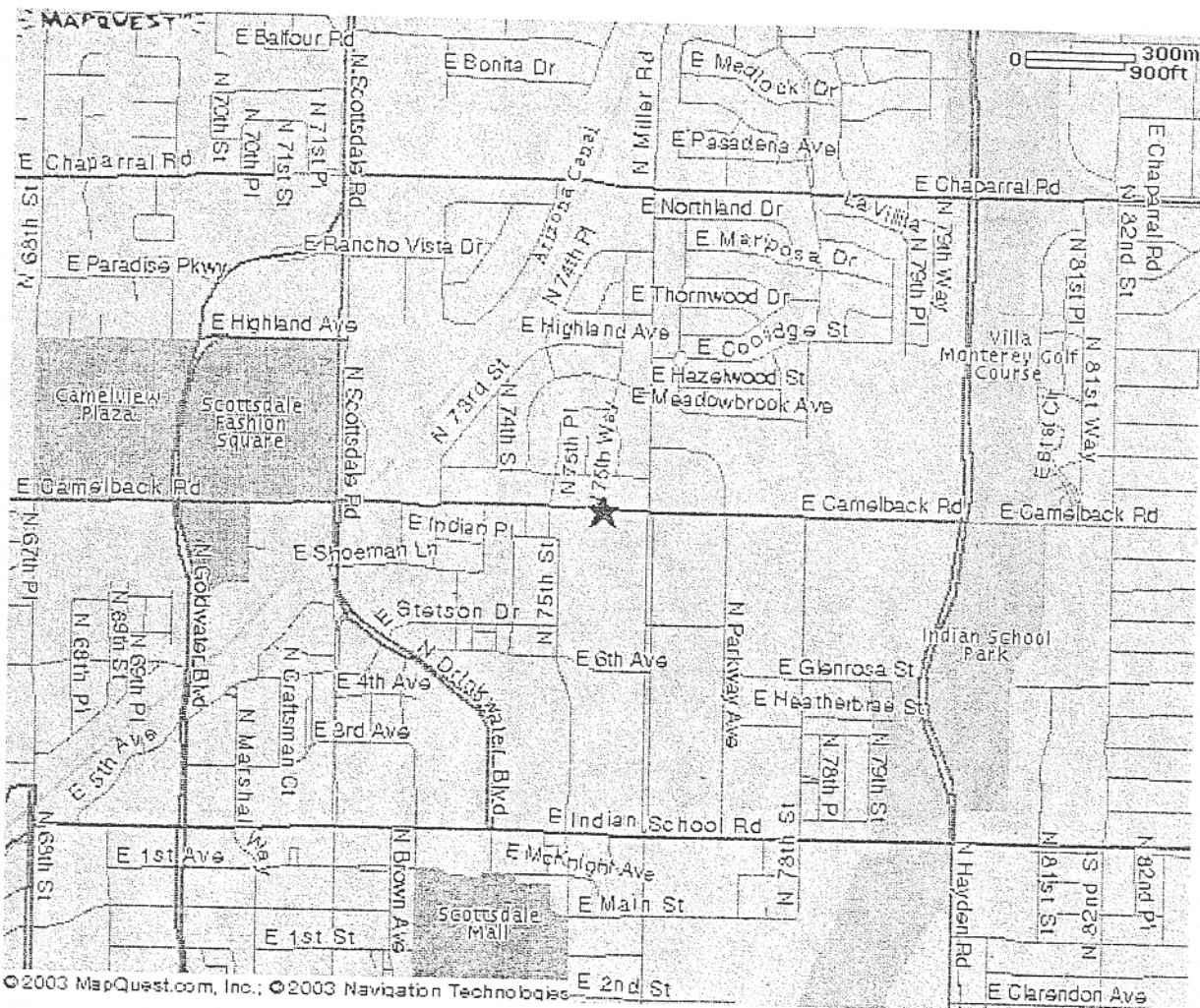
7555 E Camelback Rd  
Scottsdale AZ  
85251-3510 US

## Notes:

Open House on May 27, 2003

5:30 p.m. @ SWC of Camelback

and Miller



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NAVTECH  
ONBOARD

# PROJECT DATA

SITE AREA:  
GROSS AREA: 18,678 S.F. (0.429 ACRES)  
NET AREA: 18,678 S.F. (0.429 ACRES)  
  
SQUARE FOOTAGE:  
NEW BUILDING AREA: 2,035 S.F.

NOTE:  
ADJACENT PROPERTIES  
ARE ZONED R1-7 & S-R  
(ACROSS STREET)

2,583 / 18,678 = 13.8%

BUILDING HEIGHT: APPROX. 25'-0"

CONSTRUCTION TYPE: TYPE VN W/ A.F.E.S.

OCCUPANCY: GROUP B / S-3

PARKING REQUIREMENTS:  
AUTOMOTIVE SERVICE STATION (3/BAY) 9 SPACES  
3 x 3 = 9  
OFFICE (1/250) 1 SPACES  
80 / 250 = .32  
TOTAL REQUIRED: 10 SPACES  
INCLUDING 1 ACCESSIBLE SPACE  
TOTAL PROVIDED: 16 SPACES  
INCLUDING 1 ACCESSIBLE SPACE  
3 SPACES IN THE SERVICE BAYS  
3 SPACES WAITING FOR SERVICE BAYS

OWNER:  
KEVIN MILLER  
14835 EAST BLUFF ROAD  
ALPHARETTA, GA 30004  
(678)566-6654

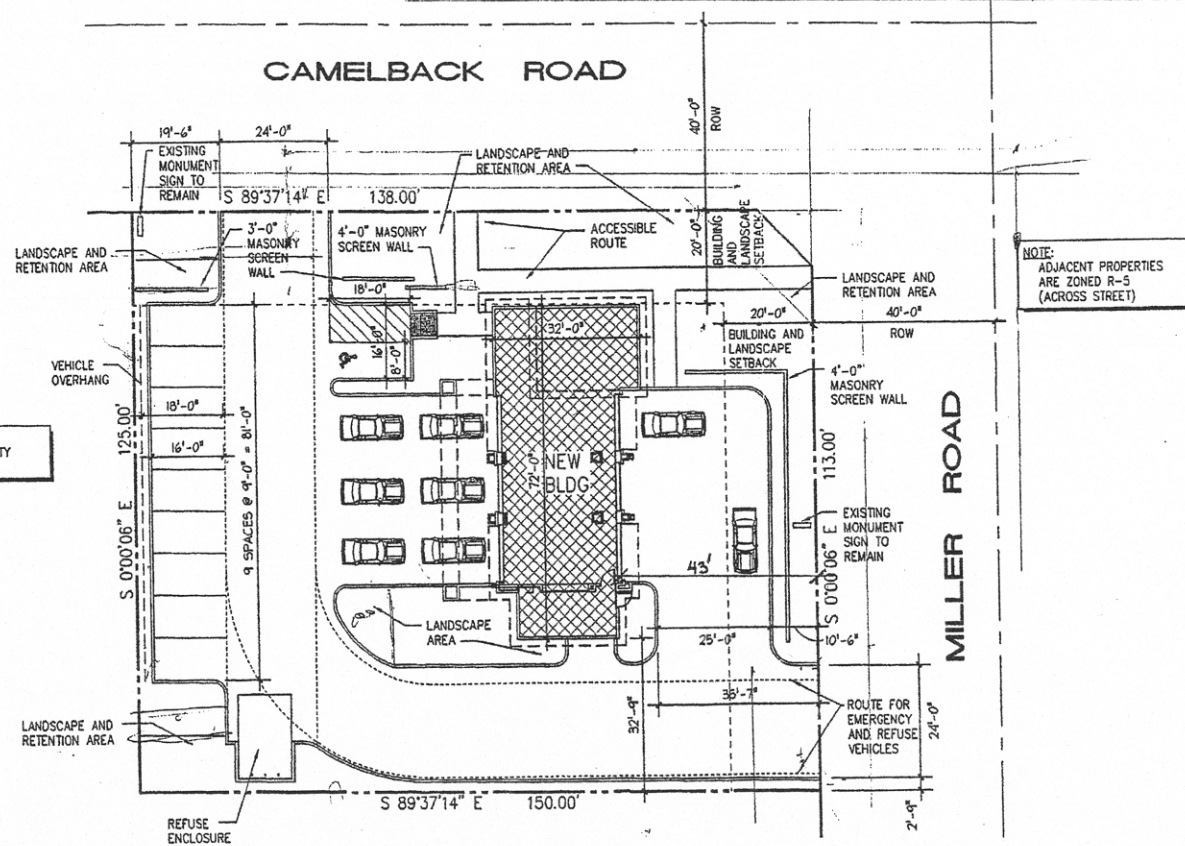
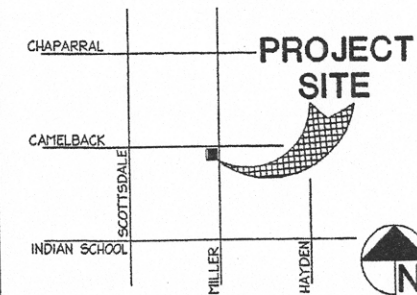
DESIGN TEAM:  
ARCHITECT:  
GERALD DEINES, ARCHITECT  
5801 S. MCCLINTOCK DR. #104  
TEMPE, ARIZONA 85283  
480-897-7145  
GERALD W. DEINES (REG #16306)

MECH., ELEC., STRUC. & CIVIL ENGINEER:  
TO BE DETERMINED

GERALD DEINES  
ARCHITECT  
5801 S. MCCLINTOCK DR. SUITE 104  
TEMPE, ARIZONA 85283  
480-897-7145  
FAX 480-897-7146

SITE DEVELOPMENT PLAN  
PROJECT DATA

## VICINITY MAP



NOTE:  
ADJACENT PROPERTY  
IS ZONED PNC

NOTE:  
ADJACENT PROPERTIES  
ARE ZONED R-5  
(ACROSS STREET)

NOTE:  
ADJACENT PROPERTY  
IS ZONED C-3

Chevron  
**OIL STOP**  
7655 E CAMELBACK ROAD  
SCOTTSDALE, ARIZONA

# PLANNING COMMISSION REPORT



MEETING DATE: June 25, 2003

ITEM NO. \_\_\_\_\_ GOAL: Coordinate Planning to Balance Infrastructure

**SUBJECT** Mountain View Road Alignment Abandonment (Ayoub Residence)

**REQUEST**

Request to consider the following:

1. Abandon a 40-foot roadway easement along the Mountain View Road alignment.
2. Dedicate a 1-foot non-vehicular access easement along Mountain View Road.

**5-AB-2003**

**OWNER**

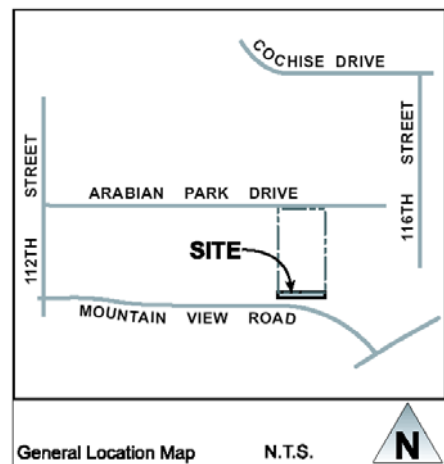
Jerry Ayoub

**APPLICANT CONTACT**

Jesse McDonald  
602-329-3313

**LOCATION**

North of Mountain View Road and  
West of 116<sup>th</sup> Street.



**BACKGROUND**

**Background.**

The subject 40-foot roadway easement was dedicated to the city in 1978. This followed the Mountain View Road alignment. The Stonegate Master Circulation Plan was approved with the existing improved location of Mountain View Road being curved to the south. This curve provided traffic calming to portions of Mountain View Road east of this area. Additionally, Mountain View Road was shifted south from its usual alignment on the centerline at the request of the property owners located north of Mountain View Road. Therefore, this subject 40-foot roadway easement was not incorporated into the roadway design.

The existing right-of-way dedications (not part of this request) were made on the Stonegate Map of Dedication in 1988. This reflects a full street dedication of 107 to 110 feet of right-of-way and a half-street dedication of 52 to 55 feet in this location.

**Zoning.**

R1-43.

**APPLICANT'S  
PROPOSAL**

**Goal/Purpose of Request.**

This request is to extinguish the existing 40-foot roadway easement located adjacent to the existing Mountain View Road right-of-way. This subject roadway easement is not used as part of the City's street system. A 1 foot non-vehicular access easement is stipulated to be dedicated along Mountain View



Road.

- Eliminates the potential future use a of 40 foot roadway easement; however, there are no plans to incorporate this easement into the City's street system at this time.
- Maintains consistency with City street standards as approved by the Transportation Department in the Stonegate Master Circulation Plan.

**IMPACT ANALYSIS**

**Departmental Responses.**

City Department/Division participants concur with this abandonment request. See Department Issues Checklist (Attachment #1).

**Transportation Impact Summary**

This is an abandonment of a roadway easement along a portion of the north side of Mountain View Road between 112<sup>th</sup> and 116<sup>th</sup> Streets. Mountain View Road is constructed as a minor collector road with an eastbound travel lane (with a bike lane) and a westbound travel lane (with a bike lane) divided by a landscaped median. There is a sidewalk on the south side and none on the north side. This north subject 40-foot abandonment is in addition to the existing 52 to 55 foot half street dedicated as part of the Stonegate Master Circulation Plan. The existing 52 to 55 foot half street right-of-way has space for the eventual construction of a sidewalk along the north side of Mountain View Road.

Mountain View Road is classified as a neighborhood street in the new General Plan and as a minor collector in the former General Plan, which is relied on for detailed street classification until the master street plan is adopted. The 35 foot half-street width for a minor collector is already met with the existing 52 to 55 feet half-street right-of-way at this location.

**Trails Impact**

The draft trails master plan does not include trails along this portion of Mountain View Road (See Attachment #3). This roadway easement provides no opportunity for future connectivity of the trails system.

**Community Impact**

The subject area is non-improved. The potential for street improvements will be eliminated if abandoned, assuring neighboring property owners that Mountain View Road as currently improved remains intact.

**Community Involvement**

This subject request was continued from the May 28, 2003 Planning Commission meeting to resolve concerns from the Stonegate Master HOA. The Stonegate Master Homeowner's Association is in support of this request. The applicant and the HOA have entered into a private agreement to address their issues.

**STAFF  
RECOMMENDATION**

**Recommended Approach:**  
Staff recommends approval.

**RESPONSIBLE  
DEPT(S)**

**Planning and Development Services Department**

**DEPT(S)**

**STAFF CONTACT(S)**

Cheryl Sumners  
Senior Planner  
480-312-7834  
E-mail: csumners@ScottsdaleAZ.gov

**APPROVED BY**

---

Cheryl Sumners  
Senior Planner  
Report Author

---

Jeff Fisher  
Plan Review and Permit Services Director

**ATTACHMENTS**

1. Departmental Checklist
2. Context Aerial
- 2A. Detail Aerial
3. Area Trails Plan

## **CASE 5-AB-2003**

### **Department Issues Checklist**

#### **Transportation**

☒ Support

The subject roadway easement is not located along a planned street. The existing Mountain View Road street improvements and right-of-way curve to the south at this location.

#### **Trails**

☒ Support

The draft trails master plan does not include trails along this portion of Mountain View Road. No reservations are necessary.

#### **Public Utilities**

☒ Support

Written consent has been granted to abandon the subject roadway easement without the need for any reservations.

#### **Emergency/Municipal Services**

☒ Support

This request does not impact the ability to serve any adjacent properties.

#### **Water/Sewer Services**

☒ Support

No facilities are located nor planned in this roadway easement.

#### **Drainage**

☒ Support

No drainage easements are required over the abandoned area.





North side of Mountain View Road  
West of 116<sup>th</sup> Street

**5-AB-2003**

ATTACHMENT #2





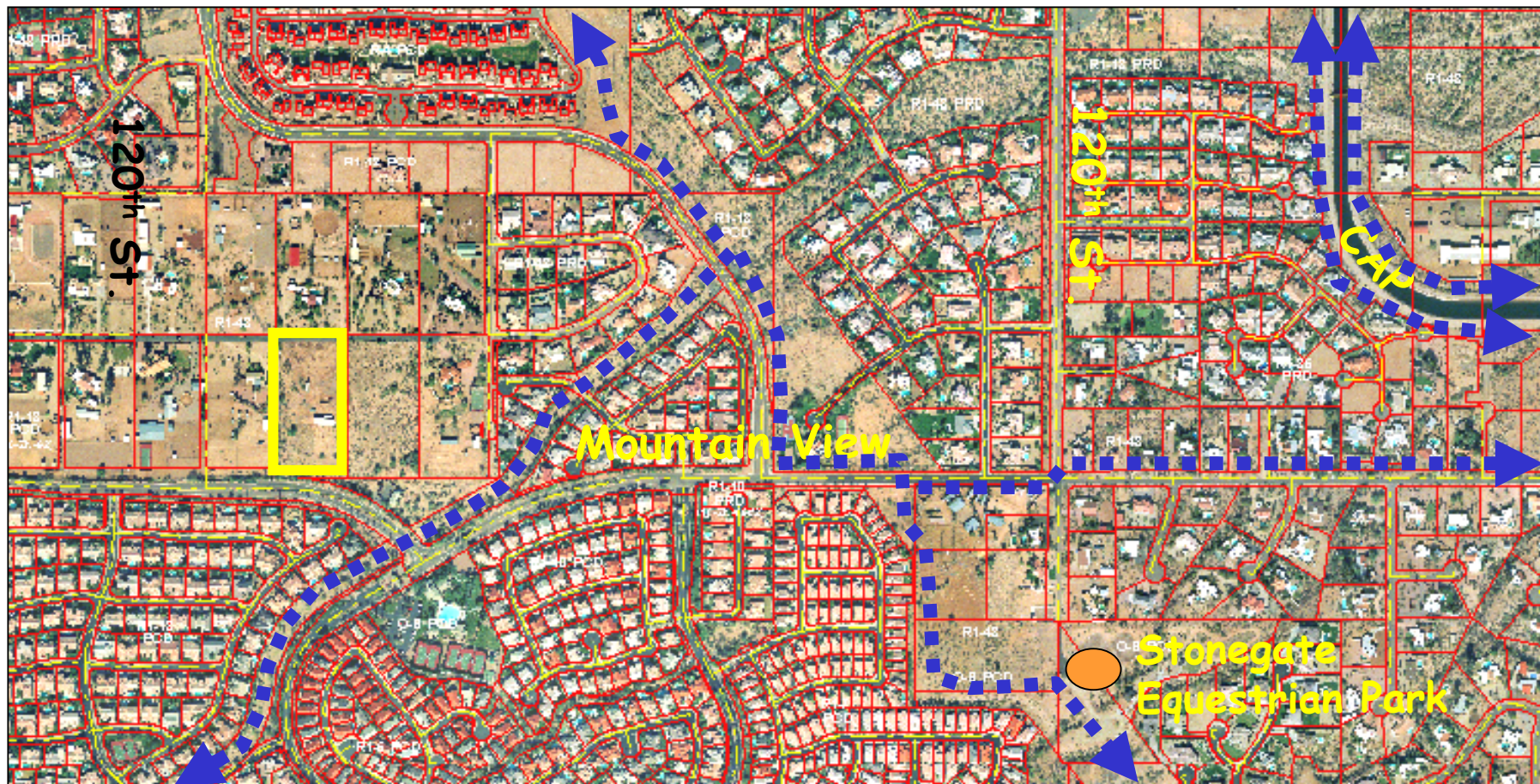
North side of Mountain View Road  
West of 116<sup>th</sup> Street

**5-AB-2003**

ATTACHMENT #2A



# Planned Trails in the Stonegate Area



# PLANNING COMMISSION REPORT



MEETING DATE: June 25, 2003

ITEM NO. \_\_\_\_\_ GOAL: Coordinate Planning to Balance Infrastructure

## SUBJECT

**Osborn Commons**

## REQUEST

Request to approve a site plan amendment to 52-ZN-1997 on a 1.7 +/- acre parcel located at the northwest corner of Osborn Road and Bishop Lane with Downtown/Office Commercial Type 2 (D/OC-2) zoning.

**52-ZN-1997#2**

### Key Items for Consideration:

- Project provides more residential uses in the Downtown.
- Project consistent with the Downtown Plan and zoning district.
- This proposal is for 48 residential units; previous site plan approved 78 hotel units.
- This proposal is for a 50 ft. high building; previous site plan approved a 47 ft. high building.
- Parking is tucked under the building versus open aired surface parking.
- The proposed use produces fewer morning and afternoon peak hour trips than the hotel use.

### Related Policies, References:

52-ZN-1997

## OWNER

Dee Ann Skipton

## APPLICANT CONTACT

Patrick Logue  
Scottsdale Osborn Holding Corporation  
480-425-8500

## LOCATION

Northwest Corner of Osborn Road &  
Bishop Lane, Downtown

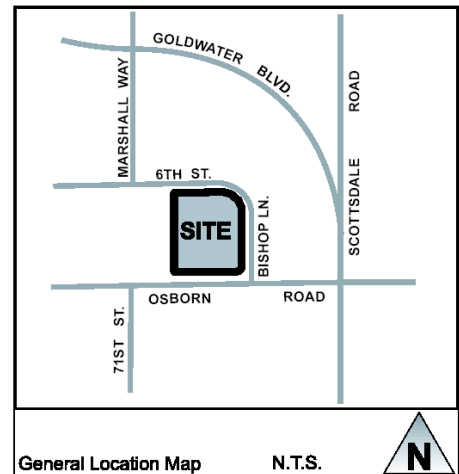
## BACKGROUND

### Zoning.

The site is currently zoned Downtown/Office Commercial, Type 2 (D/OC-2). This district permits multi-family residential housing units. The property has been zoned Downtown/Office Commercial, Type 2 since March 17, 1998. At that time the zoning case also approved a site plan that included a 78-unit hotel.

### General Plan.

The Downtown Plan Land Use Element designates the property as Office Commercial. This category encourages a mixture of uses including residential.



**Context.**

Currently the parcel is vacant with no improvements. The parcel is located in the southern portion of Downtown, 250 feet west of the northwest corner of Scottsdale and Osborn Roads. The site is bordered by 6<sup>th</sup> Street on the north, Osborn Road on the south and Bishop Lane on the east. The site is completely surrounded by Highway Commercial District (C-3) zoned properties. They are as follows:

- North: Staples (beyond 6<sup>th</sup> Street)
- East: Walgreen's (beyond Bishop Lane)
- South: Olive Garden (beyond Osborn Road)
- West: Mexican Tile Store (adjacent)

**APPLICANT'S  
PROPOSAL**

**Goal/Purpose of Request.**

This application is for a site plan modification. The applicant proposes to change the original approved site plan, which included a 78-unit hotel. The proposed site plan replaces the hotel with a 48-unit residential building. The Downtown/Office Commercial, Type 2 zoning of the property will remain the same. The following describes the proposed site modifications:

Building Placement and Parking

- *Approved* - The hotel building is placed along the eastern property line adjacent to Bishop Lane and the surface parking lot between the building and the western property line. This configuration allowed the building to be closer to Bishop Lane rather than off the street like a suburban-style development.
- *Proposed* – The site will be covered with an on-grade parking structure. The residential units will be built on three levels above the structure, which will be integrated into the building design. This configuration allows all three sides of the building to be closer to all three adjacent streets (Bishop Lane, Osborn Road, and 6<sup>th</sup> Street).

Driveways

- *Approved* - The site has one access driveway along 6<sup>th</sup> Street at the north portion of the parcel and one along Osborn Road at the south. Both driveways are aligned to create an internal driving lane that bisects the parcel.
- *Proposed* – The parking structure will have one access driveway located along Bishop Lane at the eastern property line. The location will also give pedestrians access to the building.

Height and Density

- *Approved* – The zoning district allows hotel uses to go up to 72 feet and eight stories. The hotel building is approved to a maximum of 47 feet. The maximum FAR allowed in the district is 1.20 and the project was approved at 0.84.
- *Proposed* – The zoning district allows residential uses to go up to 50 feet and five stories. The applicant proposes to build to the maximum of 50 feet. The maximum FAR allowed in the district is 1.20 and the proposal is for 1.19.



**Development information.**

- *Existing Use:* vacant land
- *Proposed Building/Description:* one building with parking integrated on the ground floor
- *Parcel Size:* 1.72 acres
- *Building Height Allowed:* 50 feet, not more than 5 levels
- *Existing Building Height:* n/a
- *Floor Area Allowed:* 1.20 for residential/hotel
- *Floor Area Proposed:* 1.19

**IMPACT ANALYSIS**

**Traffic.**

The previously approved hotel site plan will produce less daily trips than the proposed multi-family use; however, the proposed use will produce fewer morning and afternoon peak hour trips than the hotel. Peak hour traffic is typically more relevant than daily traffic in its impact on traffic congestion.

The approved site plan for the hotel has an entrance to Osborn Road and an entrance to 6<sup>th</sup> Street. The proposed plan for the residential use will have one access point along Bishop Lane. The proposal is preferable, since the project entrance will be to Bishop Lane, which is a lower volume two-lane street, rather than to a busier, five-lane Osborn Road.

The nearby major streets are Osborn Road, Goldwater Boulevard, and Scottsdale Road. These three streets have the capacity for the proposed project. The 27 afternoon peak hour trips and the 20 morning peak hour trips from the proposed residential use can be accommodated by Bishop Lane and the surrounding streets. The applicant and Transportation Department have completed a Trip Generation Report and Traffic Report respectively (see attachment #7).

**Parking.**

The proposed site plan indicates on-grade parking structure with three stories of residential units above. The 48-unit residential complex requires 72 parking spaces and the site plan provides 83 parking spaces.

**Water/Sewer.**

Water and sewer lines exist in the city right-of-way. The applicant will tap into those lines.

**Schools District comments/review.**

Scottsdale Unified School District 48 has been notified of this application. Neither Staff nor the applicant has received any feedback from the school district regarding this project. Staff will provide further correspondence from the School District at the hearing.

**Policy implications.**

This application is in keeping with two city policies: the application meets the



land use category in the Downtown Plan, and is in keeping with the Downtown Design Guidelines. The Downtown Plan designates properties in the vicinity of the couplet with this category, which is defined as providing a mixture of uses and support services for the Downtown and the rest of the community. The Downtown Guidelines specify that buildings be closer to the streets they adjoin than buildings in suburban-style developments. This configuration creates more visual interest for pedestrians passing the site, and allows pedestrians to easily access sidewalks from the building. The proposed site will have building facades along all three adjacent streets (Bishop Lane, Osborn Road, and 6<sup>th</sup> Street).

**Community involvement.**

The applicant has completed the required citizen review report (see attachment #8). A total of six people attended the three open house meetings. The applicant stated that the attendees asked for general information regarding the project and all were in favor. At the time of writing this report, Staff received approximately four phone calls from the public regarding this application. All four calls asked general site information regarding height, parking, setbacks, and time of construction.

**Community Impact.**

This project has the potential for a variety of community influences. This is the second new residential project proposed in this portion of the Downtown. The Loloma 5 mixed-use project was recently approved along Marshall Way, a block to the north. The city has expressed a goal of integrating more residential development into Downtown. The proposed residential units could help to stimulate reinvestment in this part of Downtown.

Residential uses that are located in densely developed areas often help to create new pedestrian traffic. Pedestrians will be able to travel from the proposed residential uses to businesses, shopping, and entertainment destinations in the hospital campus, along Scottsdale Road, and in West Main/Old Town Scottsdale. New residential uses enhance the customer base for existing uses and even prompt the opening of new uses in Downtown.

The area has a variety of existing residential uses in the area. Approximately 800 feet to the west, along Osborn Road, is a townhouse complex and a couple of apartment buildings. To the southwest and northwest, approximately 600 feet to each, are some condominium complexes. The proposed project is another addition to the existing residential uses in the area.

**STAFF  
RECOMMENDATION**

**RESPONSIBLE  
DEPT(S)**

**Recommended Approach:**

Staff recommends approval, subject to the attached stipulations.

**Planning and Development Services Department**  
Current Planning Services

**STAFF CONTACT(S)**

Bill Verschuren  
Senior Planner  
480-312-7734  
E-mail: [bverschuren@ScottsdaleAZ.gov](mailto:bverschuren@ScottsdaleAZ.gov)

**APPROVED BY**

---

Bill Verschuren  
Senior Planner  
Report Author

---

Randy Grant  
Chief Planning Officer

**ATTACHMENTS**

1. Applicant's Narrative
2. Context Aerial
- 2A. Aerial Close-Up
3. Land Use Map
4. Zoning Map
5. Stipulations
6. Additional Information
7. Traffic Report/Trip Generation Comparison
8. Citizen Involvement
9. Approved Site Plan (52-ZN-97)
10. Proposed Site Plan



# City of Scottsdale PROJECT NARRATIVE



- ☐ Rezoning ☐ Other  
☐ Use Permit  
☐ Development Review  
☐ Master Sign Programs  
☐ Variance

Case # \_\_\_\_\_ / 496 -PA- 01

Project Name Osborn Commons

Location 7126 East Osborn Road  
Scottsdale Osborn

Applicant Holding Corporation

## SITE DETAILS

Proposed/Existing Zoning: D/OC-2

Use: Apartments

Parcel Size: 1.18 acres

☐ Gross Floor Area ☒ Total Units: 48

☐ Floor Area Ratio ☒ Density: 40/net acre

Parking Required: 72

Parking Provided: 83

# Of Buildings: 1

Height: 47'

Setbacks: N- \_\_\_\_\_ S- \_\_\_\_\_

E- \_\_\_\_\_ W- \_\_\_\_\_

## In the following space, please describe the project or the request

The request is for a site plan amendment to the current zoning stipulation approved under zoning case number 52-ZN-97. The original site stipulation was for a 78 room extended-stay hotel.

This request is for a site plan change for a 48 unit apartment community, consisting of parking on-grade, with three stories of residential units above.

**APPLICANT  
SUBMITTED  
DOCUMENT**

(If an additional page(s) is necessary, please attach.)

**52-ZN-1997#2**  
3/7/2003





Q.S.  
16-44

G.I.S. ORTHOPHOTO 2002



Osborn Commons Apartments

52-ZN-1997#2

ATTACHMENT #2



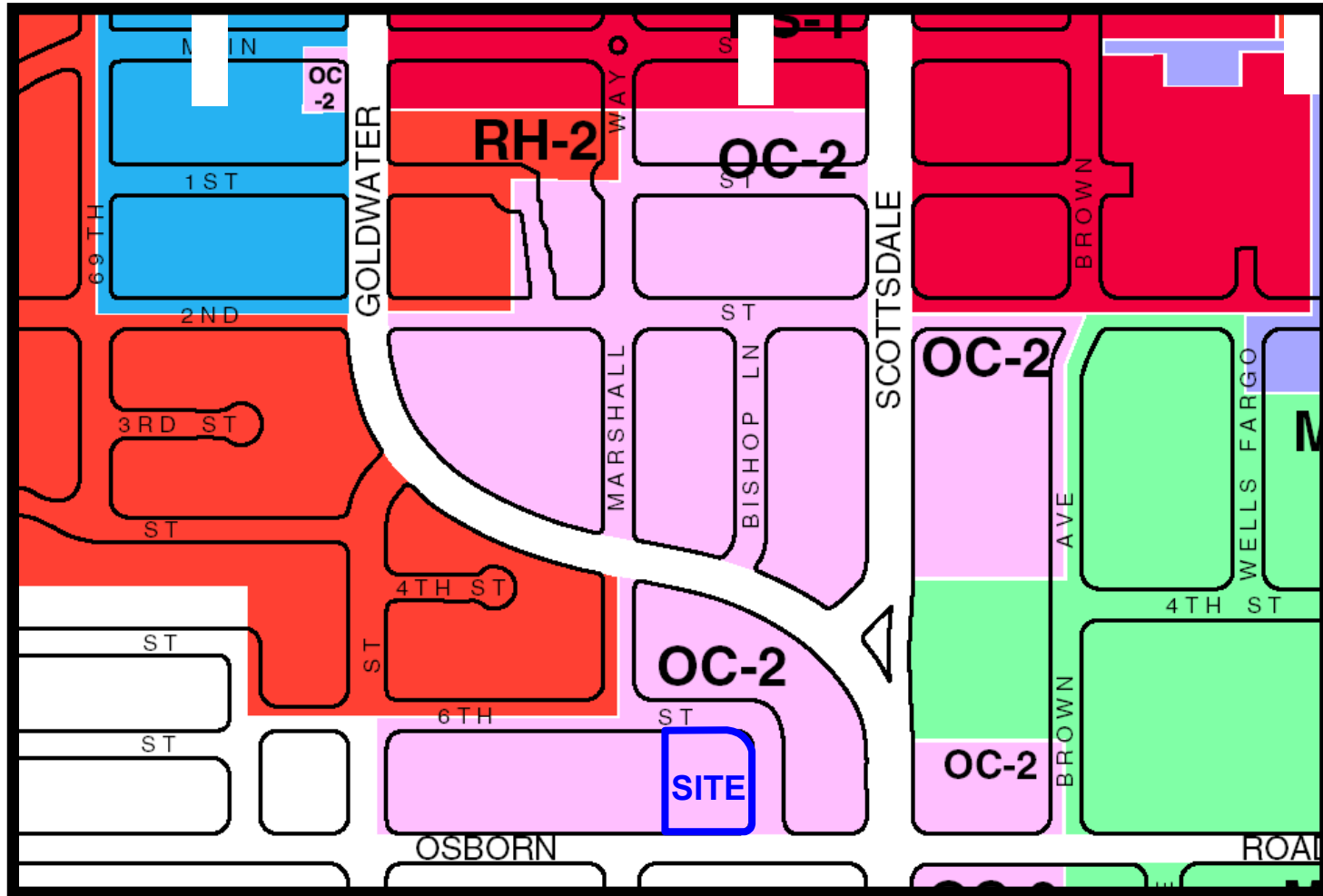


Osborn Commons Apartments

52-ZN-1997#2

ATTACHMENT #2A

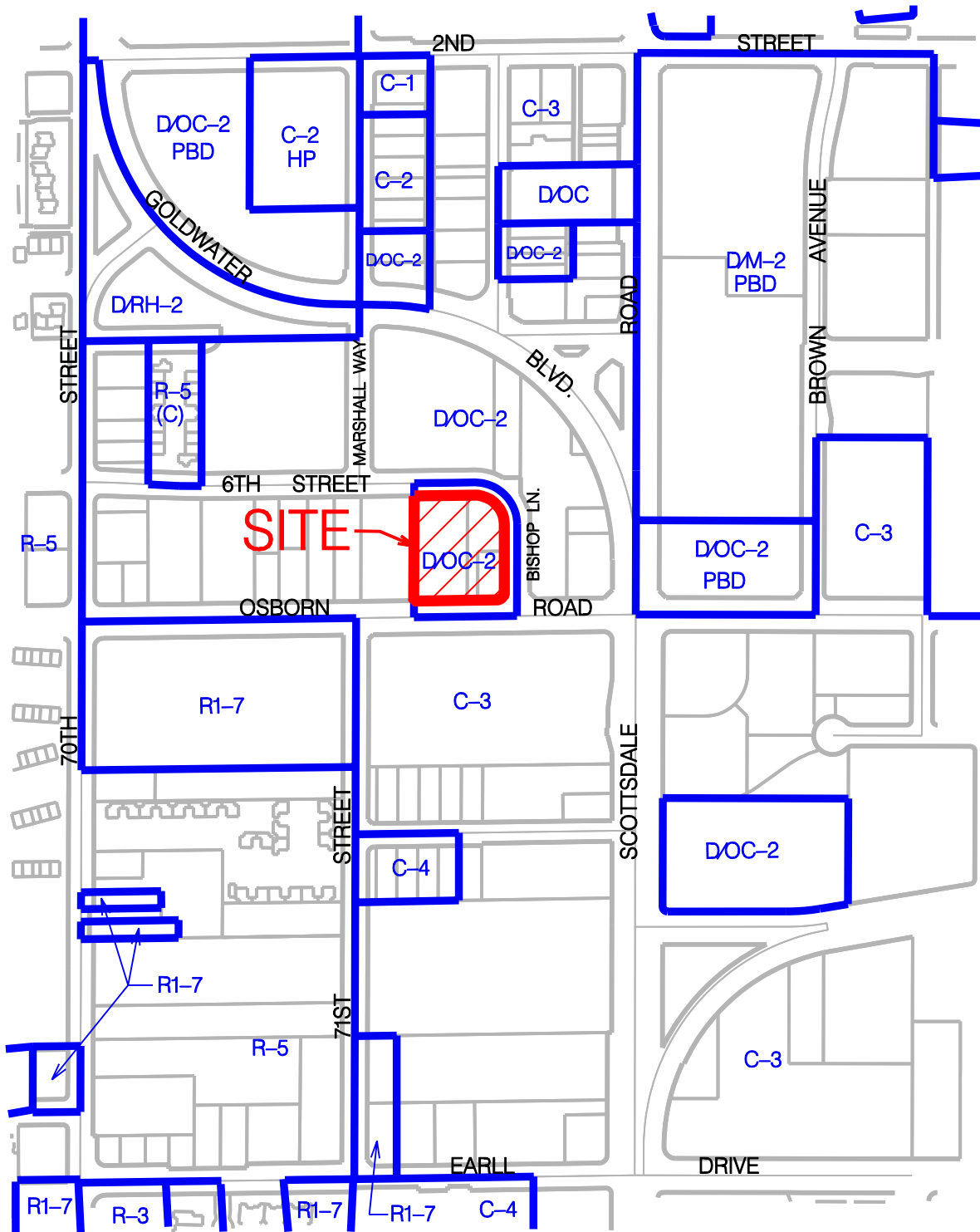
# Downtown General Plan



- |   |  |
|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Retail Specialty    | <span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Residential/Hotel           |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: pink; border: 1px solid black;"></span> Office Commercial  | <span style="display: inline-block; width: 15px; height: 15px; background-color: magenta; border: 1px solid black;"></span> Regional Commercial/Office |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Civic Center  | <span style="display: inline-block; width: 15px; height: 15px; background-color: brown; border: 1px solid black;"></span> Residential High Density     |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> Office Residential | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen; border: 1px solid black;"></span> Medical                 |



**52-ZN-1997#2**  
ATTACHMENT #3



52-ZN-1997#2

ATTACHMENT #4



## STIPULATIONS FOR CASE 52-ZN-1997#2

### PLANNING/ DEVELOPMENT

1. RESIDENTIAL USE. The development shall conform to the residential land use site plan, as proposed by proposed by Acanthus Architecture & Planning and dated 16 April 2003. Any proposed significant change in use, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council. The subsequent stipulations take precedence over the submitted site plan.
2. DEVELOPMENT REVIEW BOARD. With the Development Review Board submittal, the developer shall revise the site plan to conform to the Schedule B Site development standards of the Downtown District, to the satisfaction of City staff.

### CIRCULATION

1. ACCESS RESTRICTIONS. Before issuance of any certificate of occupancy for the site, the developer shall dedicate the necessary right-of-way, as determined by city staff, and construct the following access to the site. Access to the site shall conform to the following restrictions (distances measured to the driveway or street centerlines):
  - a. Osborn Road, Bishop Lane, 6<sup>th</sup> Street - The developer shall dedicate a one foot wide vehicular non-access easement on these streets except at the approved street entrance and the two emergency access points.
  - b. Bishop Lane - There shall be a maximum of one site driveway to this development; it shall be from Bishop Lane.
  - c. Emergency access - There shall be emergency access to Osborn Road and 6<sup>th</sup> Street.

### DRAINAGE AND FLOOD CONTROL

1. CONCEPTUAL DRAINAGE REPORT. With the Development Review Board submittal, the developer shall submit a conceptual drainage report and plan subject to city staff approval. The conceptual report and plan shall conform to the Design Standards and Policies Manual - Drainage Report Preparation. In addition, the conceptual drainage report and plan shall:
  - a. Demonstrate how the storm water storage requirement is satisfied, indicating the location, volume and drainage area of all storage.
  - b. Include flood zone information to establish the basis for determining finish floor elevations in conformance with the Scottsdale Revised Code.
  - c. Include a complete description of requirements relating to project phasing.
2. FINAL DRAINAGE REPORT. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a final drainage report and plan subject to city staff approval. The final drainage report and plan shall conform to the Design Standards and Policies Manual – Drainage Report and Preparation. In addition, the final drainage report and plan shall:
  - a. Provide final calculations and detailed analysis that demonstrate consistency with the accepted conceptual drainage plan and report.



3. **STORM WATER STORAGE REQUIREMENT.** On-site storm water storage is required for the full 100-year, 2-hour storm event, unless city staff approves the developer's Request for Waiver. See Section 2 of the Design Standards and Policies Manual for waiver criteria.
  - a. If applicable, the developer shall submit to the Community Development Division a Request for Waiver Review form, which shall:
    - (1). Include a supportive argument that demonstrates historical flow through the site will be maintained, and that storm water runoff exiting this site has a safe place to flow.
    - (2). Include an estimate for payment in-lieu of on-site storm water storage, subject to city staff approval.
  - b. Before the improvement plan submittal to Plan Review and Permit Services, the developer shall have obtained the waiver approval.
4. **DRAINAGE EASEMENTS.** Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all drainage easements necessary to serve the site.

#### VERIFICATION OF COMPLIANCE

1. **REQUIRED SPECIAL INSPECTIONS.** Before the approval of the improvement plans, the Project Quality/Compliance Division staff shall specify those drainage facilities that shall be required to have Special Inspections, and the developer shall have passed the Special Inspections to the satisfaction of city staff. See Section 2-109 of the Design Standards and Policies Manual for more information on this process.
2. **CONDITION FOR ISSUANCE OF GRADING & DRAINAGE PERMIT.** Before the issuance of a Grading & Drainage Permit:
  - a. The developer shall certify to the Project Quality/Compliance Division, that it has retained an Inspecting Engineer by completing Part I (Project Information) and Part II (Owner's Notification of Special Inspection) of the Certificate of Special Inspection of Drainage Facilities (CSIDF); and,
  - b. The Inspecting Engineer shall seal, sign and date Part III (Certificate of Responsibility) of the CSIDF.
3. **CONDITION FOR ISSUANCE OF CERTIFICATE OF OCCUPANCY AND/OR LETTER OF ACCEPTANCE.** Before the issuance of a Certificate of Occupancy and/or a Letter of Acceptance:
  - a. The Inspecting Engineer shall seal, sign and date the Certificate of Compliance form.
  - b. The developer shall submit all required Special Inspection Checklists and the completed Certificate of Compliance form to the Inspection Services Division. The Certificate of Compliance form shall be sealed, signed and dated by the Inspecting Engineer, and shall be attached to all required Special Inspection Checklists completed by the Inspecting Engineer.
4. **AS-BUILT PLANS.** City staff may at any time request the developer to submit As-built plans to the Inspection Services Division. As-built plans shall be certified in writing by a registered professional civil engineer, using as-built data from a registered land surveyor. As-built plans for drainage facilities and structures shall include, but are not limited to, streets, lot grading, storm drain pipe, valley gutters, curb and gutter, flood walls, culverts, inlet and outlet structures, dams,

berms, lined and unlined open channels, storm water storage basins and underground storm water storage tanks, bridges as determined by city staff.

## WATER

1. **BASIS OF DESIGN REPORT (WATER).** Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall conform to the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
  - a. Identify the location, size, condition and availability of existing water lines and water related facilities such as water valves, water services, fire hydrants, back-flow prevention structures, etc.
  - b. Identify the timing of and parties responsible for construction of all water facilities.
  - c. Include a complete description of requirements relating to project phasing.
2. **APPROVED BASIS OF DESIGN REPORT.** Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report.
3. **NEW WATER FACILITIES.** Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all water lines and water related facilities necessary to serve the site.
4. **WATERLINE EASEMENTS.** Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code the Design Standards and Policies Manual, all water easements necessary to serve the site.

## WASTEWATER

1. **BASIS OF DESIGN REPORT (SANITARY SEWER).** Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall be in conformance with the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
  - a. Identify the location of, the size, condition and availability of existing sanitary sewer lines and wastewater related facilities.
  - b. Identify the timing of and parties responsible for construction of all sanitary sewer facilities.
  - c. Include a complete description of requirements relating to project phasing.
2. **APPROVED BASIS OF DESIGN REPORT.** Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report.
3. **NEW WASTEWATER FACILITIES.** Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all sanitary sewer lines and wastewater related facilities necessary to serve the site.
4. **SANITARY SEWER EASEMENTS.** Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve the site.

## OTHER REQUIREMENTS

1. ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS. All construction activities that disturb five or more acres, or less than five acres if the site is a part of a greater common plan, shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. [NOI forms are available in the City of Scottsdale One Stop Shop, 7447 East Indian School Road, Suite 100. Contact Region 9 of the U.S. Environmental Protection Agency at 415-744-1500, and the Arizona Department of Environmental Quality at 602-207-4574 or at web site <http://www.epa.gov/region>.

The developer shall:

- a. Submit a completed Notice of Intent (NOI) to the EPA.
  - b. Submit a completed Storm Water Pollution Prevention Plan (SWPPP) to the EPA.
2. NOTICE OF INTENT (NOI). With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a copy of the NOI.
3. SECTION 404 PERMITS. With the improvement plan submittal to the Project Quality/Compliance Division, the developer's engineer must certify that it complies with, or is exempt from, Section 404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.]
4. DUST CONTROL PERMITS. Before commencing grading on sites 1/10 acre or larger, the developer shall have obtained a Dust Control Permit (earth moving equipment permit) from Maricopa County Division of Air Pollution Control. Call the county 602-507-6727 for fees and application information.
5. UTILITY CONFLICT COORDINATION. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a signed No Conflict form (not required for city owned utilities) from every affected utility company.
6. ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY REQUIREMENTS (ADEQ). The developer shall be responsible for conformance with ADEQ regulations and requirements for submittals, approvals, and notifications. The developer shall demonstrate compliance with Engineering Bulletin #10 Guidelines for the Construction of Water Systems, and Engineering Bulletin #11 Minimum Requirements for Design, Submission of Plans, and Specifications of Sewerage Works, published by the ADEQ. In addition:
  - a. Before approval of final improvement plans by the Project Quality/Compliance Division, the developer shall submit a cover sheet for the final improvement plans with a completed signature and date of approval from the Maricopa County Environmental Services Department (MCESD).
  - b. Before issuance of encroachment permits by city staff, the developer shall provide evidence to city staff that a Certificate of Approval to Construct Water and/or Wastewater Systems has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.
  - c. Before commencing construction, the developer shall submit evidence to city staff that Notification of Starting Construction has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.

- d. Before acceptance of improvements by the city Inspection Services Division, the developer shall submit a Certificate of Approval of Construction signed by the MCESD and a copy of the As-Built drawings.  
Before issuance of Letters of Acceptance by the city Inspection Services Division, the developer shall:
  - (1). Provide to the MCESD, As-Built drawings for the water and/or sanitary sewer lines and all related facilities, subject to approval by the MCESD staff, and to city staff, a copy of the approved As-Built drawings and/or a Certification of As-Built, as issued by the MCESD.
  - (2). Provide to the MCESD a copy of the Engineers Certificate of Completion with all test results, analysis results, and calculations, as indicated on the form.
  - (3). Provide to the MCESD a copy of the Request for Certificate of Approval of Construction of water and/or sanitary sewer lines with all appropriate quantities.
  - (4). Provide the city Inspection Services Division a copy of the Certificate of Approval of Construction, as issued by the MCESD.



## **ADDITIONAL INFORMATION FOR CASE 52-ZN-1997 #2**

### **PLANNING/DEVELOPMENT**

1. **DENSITY CONTINGENCIES.** The approved density for each parcel may be decreased due to drainage issues, topography, and other site planning concerns which will need to be resolved at the time of site plan approval. Appropriate design solutions to these constraints may preclude achievement of the proposed units or density on any or all parcels.
2. **DEVELOPMENT REVIEW BOARD.** The City Council directs the Development Review Board's attention to:
  - a. the type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use,
  - b. improvement plans for common open space, common buildings and/or walls, and amenities,

### **ENGINEERING**

1. **RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE.** The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
2. **FEES.** The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.
3. **STREET CONSTRUCTION STANDARDS.** The streets for the site shall be designed and constructed to the standards in the Design Standards and Policies Manual.
4. **CITY CONTROL OF ACCESS.** The city retains the right to modify or void access within city right-of-way. The city's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above.

Osborn Commons  
52-ZN-97#2  
Transportation Report

New Site Plan:

From – 78 hotel units  
To – 48 apartment units

Location:

Northwest quadrant, intersection of Osborn Road and Bishop Lane

General

This site was approved for 78 hotel units with a prior zone change request. The site plan has changed to propose 48 apartment units instead of the 78 hotel units. The parking and public street access points have been revised.

Trip Generation

The proposed project has three stories over a parking area. The ITE Trip Generation manual differentiates between low rise and mid rise apartments, with low rise being one or two stories and mid-rise, three to ten. Since there are only peak hour and no daily trip rates for mid rise apartments in the manual, the low-rise daily trip rate is used. The average of low rise and high-rise is used for the morning peak hour and afternoon peak hour.

Project	AM Peak Hour	PM Peak Hour	Daily
78 unit hotel	45	49	330
48 apartment units	20	27	634

Using the approach, above, the current hotel site plan produces less daily trips than the proposed apartments. The proposed apartments produce fewer morning and afternoon peak hour trips than the hotel. Peak hour traffic is typically more relevant than daily traffic in its impact on traffic congestion.

Access

The prior site plan for the hotel had an entrance to Osborn Road and an entrance to 6<sup>th</sup> Street. The new plan will have one access point. This one access will be to Bishop Lane, with emergency only access to Osborn Road and 6<sup>th</sup> Street. From this site, full, left turn, access to Goldwater Boulevard is obtained via 6<sup>th</sup> Street and 70<sup>th</sup> Street, and access to Scottsdale Road is via Osborn Road. It is preferable to have the project entrance, as now proposed, to the lower volume two lane street, Bishop Lane, rather than to the busier, 5 lane, Osborn Road

Capacity

Nearby major streets are Osborn Road, Goldwater Boulevard and Scottsdale Road. Osborn Road, with a daily volume of approximately 10,000 vehicles per day, carries less than half of its 30,000 capacity. Goldwater Boulevard carries 22,000 vehicles per day, with a capacity of 35,000. Scottsdale Road carries 49,000 with a capacity of 55,000. Bishop Lane and 6<sup>th</sup> Street are low volume two lane streets constructed to the local commercial standard. The area street system has the capacity for the proposed project. The 27 afternoon peak hour trips and the 20 morning peak hour trips from the proposed apartments can be well accommodated by the two lane Bishop Lane and the surrounding streets.

4/28/03



**D.N.A. INC.**  
**CIVIL ENGINEERING**  
**LAND SURVEYING**

DAVID J. NYKORCHUK, R.L.S.  
President  
WILLIAM E. COLLINGS, P.E., R.L.S.  
Vice-President  
GEORGE W. KRALL, P.E.  
Associate

**TRIP GENERATION COMPARISON**  
**OSBORN COMMON**  
1/14/2002

Data Source: 'Trip Generation', 6<sup>th</sup> Edition- ite (Institute of Transportation Engineers)

Previously Approved Usage- 78 units Suites Hotel

Land Use- 311 (All Suites Hotel)

Proposed Usage- 48 units Condominium- Residential

Land Use- 223 (Mid-Rise Apartment)

<u>Trip Measurement</u>	<u>Suites Hotel</u>	<u>Mid-Rise Apt.</u>
Weekday (vpd)	487	_*
Peak Hour of Adjacent Street- 7 to 9 am (vph)	30	7
Peak Hour of Adjacent Street- 4 to 6 pm (vph)	31	12
Peak Hour AM Generator (vph)	31	8
Peak Hour AM Generator (vph)	31	14
Weekend	_*	_*

\* Data not available

Note: Units of Condominiums 38% fewer than Hotel units, Peak Hour Trips are less than half of the previously approved use.



**ATTACHMENT #7**

## CALCULATIONS

### LAND USE (311)- ALL SUITES HOTEL 78 UNITS

Weekday	$4.90 \times 78 =$	382 vpd
P.H. Adj. Street 7 to 9am	$0.38 \times 78 =$	30 vph
P.H. Adj. Street 4 to 6pm	$0.40 \times 78 =$	31 vph
AM P.H. Generator	$0.40 \times 78 =$	31 vph
PM P.H. Generator	$0.40 \times 78 =$	31 vph
Weekend	No Data	No Data

### LAND USE (233)- MID-RISE APARTMENTS 48 UNITS

Weekday	No Data	No Data
P.H. Adj. Street 7 to 9am	$T=0.409(X)-13.061=0.409(48)-13.061=$	7 vph
P.H. Adj. Street 4 to 6pm	$T=0.483(X)-11.069=0.483(48)-11.069=$	12 vph
AM P.H. Generator	$T=0.464(X)-14.013=0.464(48)-14.013=$	8 vph
PM P.H. Generator	$T=0.534(X)-11.267=0.534(48)-11.267=$	14 vph
Weekend	No Data	No Data

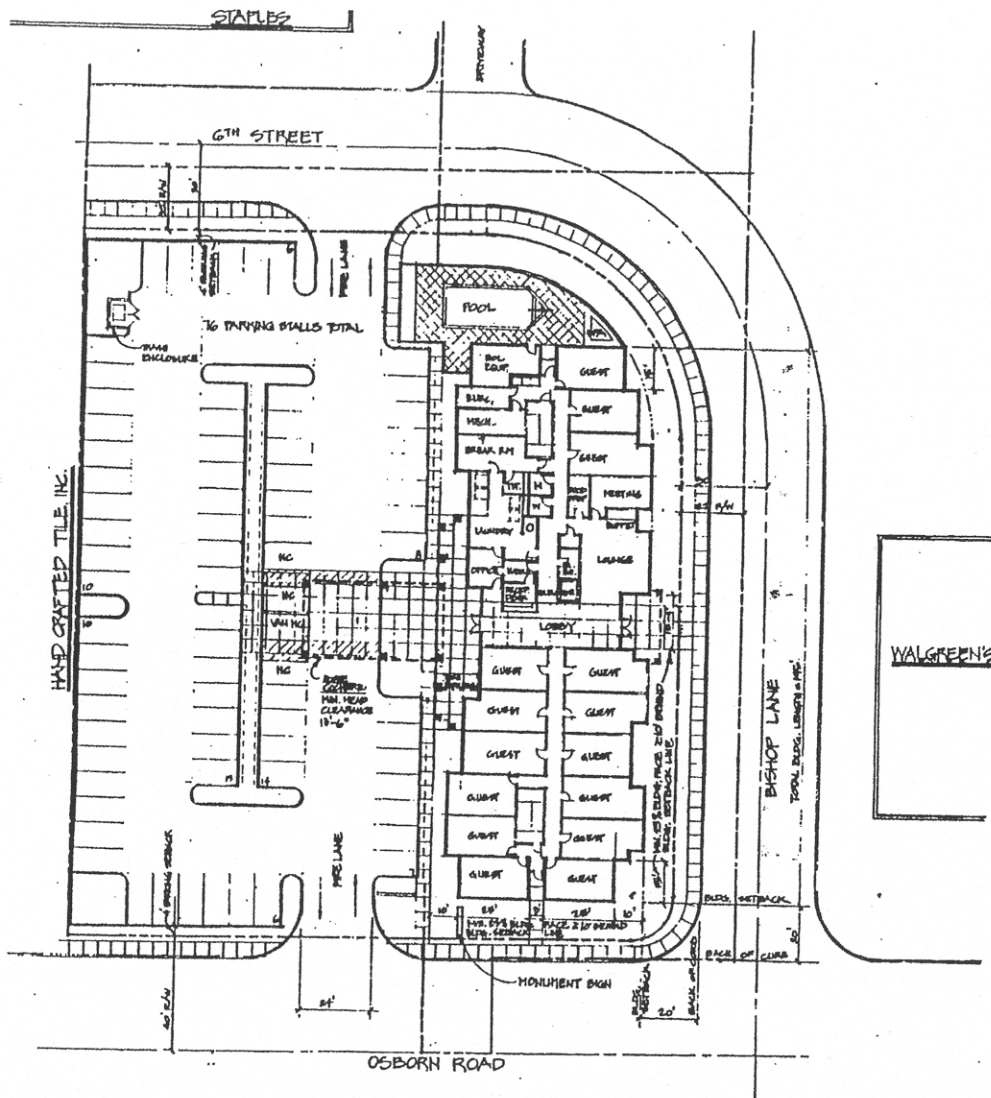




52-ZN-1997#2  
Osborn Commons

Attachment #8. Citizen Involvement

This attachment is on file at the City of  
Scottsdale Current Planning office, 7447 E  
Indian School Road, Suite 105.



SITE PLAN  
SCALE: 1"=20'-0"

PARKING LOT

OLIVE GARDEN  
RESTAURANT

# ATTACHMENT #9



**CSM Corporation**  
1114 1st St. N.E. • Phoenix, Arizona 85016 • (602) 944-2700 • FAX (602) 944-2701  
FACSIMILE (602) 944-2702

**FAIRFIELD SUITES HOTEL**  
OSBORN ROAD &  
BISHOP LN. N.E.C.  
SCOTTSDALE, ARIZONA



Architecture/Planning/Landscape Architecture  
1114 1st St. N.E. • Phoenix, Arizona 85016 • (602) 944-2700 • FAX (602) 944-2701  
FACSIMILE (602) 944-2702  
Preliminary Not For Construction

# PROJECT DATA

LOT AREA: Net Lot Area = 1.19 Acre; 51,726 Sq Ft  
Gross Lot Area = 1.72 Acre; 75,125 Sq Ft

ZONING: DIOC-2 Existing: Case # 52-ZN-97  
Proposed Amendment: Case # 495-PA-01

DENSITY: 40 Units per Net Acre 28 Units per Gross Acre

FLOOR AREA RATIO: 1.19

DWELLING MIX and SQ FT: UBC SF City Gross SF

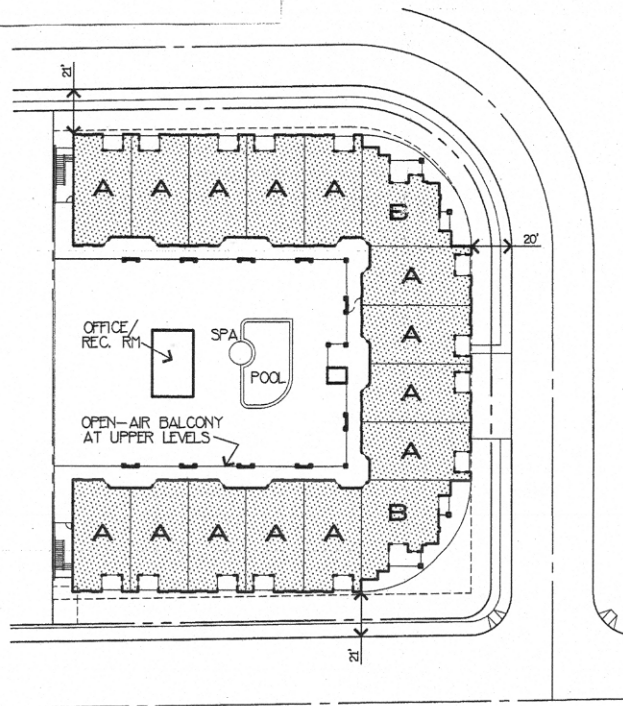
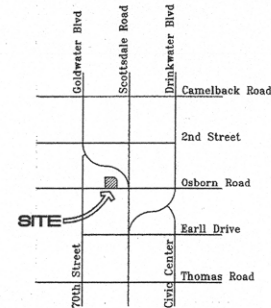
A. 87.5 % Two Bedroom:	42 at	1,244 SF	1,277 SF
B. 12.5 % Two Bedroom:	6 at	1,288 SF	1,335 SF
<b>TOTAL UNITS</b>	<b>48</b>	<b>59,976 SF</b>	<b>61,644 SF</b>

PARKING: Two Bedroom 48 at 1.50 = 72  
Spaces Required 72  
Spaces Provided 83

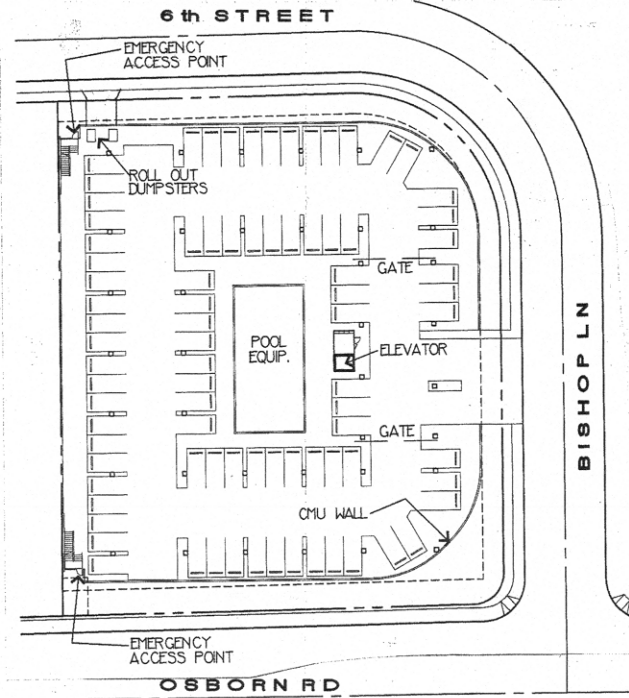
Include: Assigned Spaces 48  
Open Spaces 33 at (8' x 19')  
Accessible Spaces 2 at (8' x 19') of which 1 is a Van Space

OPEN SPACE: Not Required.  
Provided: 13,532 SF

# SITE LOCATION MAP



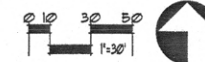
DWELLING LEVEL PLAN



GARAGE LEVEL PLAN

# PRELIMINARY SITE PLAN

SCALE: 1" = 30'



MARK	REVISION



**Acanthus Architecture & Planning**  
Architects  
4222 N. Tenth Street Suite 100 Phoenix, Arizona 85014 274-5000

**Osborn Commons**  
7112 East Osborn Rd  
Scottsdale - Arizona

DRAWN: YI  
PROJECT NUMBER: 01204  
DATE: MAY 31, 2002  
DATE PLOTTED: 11/28/01  
CADD FILE NAME: 1204-SITE

**DR**  
PRELIMINARY  
SITE PLAN  
52-ZN-1997#2  
4/16/2003

# PLANNING COMMISSION REPORT



MEETING DATE: June 25, 2003

ITEM NO. \_\_\_\_\_ GOAL: Coordinate Planning to Balance Infrastructure

## SUBJECT

**5th Avenue Parking**

## REQUEST

Request to approve for a municipal use master site plan for a parking garage on a 1.6 +/- acre parcel located at 7143 E 5th Avenue with Central Business (C-2) zoning.

**4-UP-2003**

### Key Items for Consideration:

- Parking demand exceeds parking supply
- Proposed 400 space parking garage to replace existing 187-space lot

### Related Policies, References:

- General Plan
- Downtown Plan

## OWNER

City of Scottsdale  
480-312-7769

## APPLICANT CONTACT

Madeline Clemann  
City of Scottsdale  
480-312-2732

## LOCATION

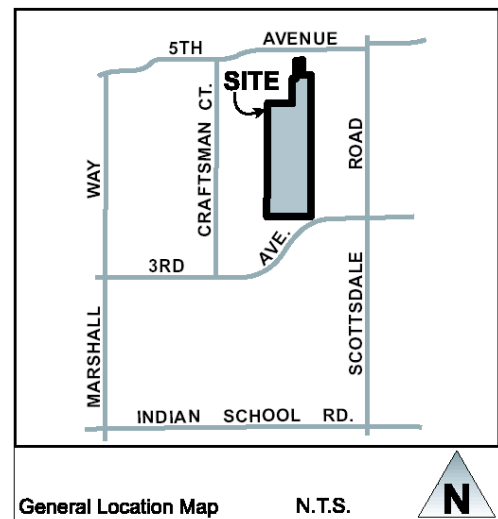
7143 E 5th Avenue

## UPDATE

### June 18, 2003 Planning Commission Special Study Session

At this Special Study Session, members of the Planning Commission met at the site to further assess site conditions and the surrounding area to enable a better understanding of the proposed development.

The session began with a brief staff overview of the proposed parking garage for this property using maps, site plan, and elevation drawings. The Commission discussed the potential for the parking levels to be depressed in the site with other uses on top of the parking garage. The limitations of building height (maximum in C-2 zoning is 36-feet, and the site is located in a Type 1 development area of the Downtown Plan), site location and suitability of residential with the height limitations, and connections to adjacent properties were reviewed along with cost outlays for depressing the parking garage.



**June 11, 2003 Planning Commission.**

This item was continued to June 25, 2003 by the Planning Commission, which expressed a desire for more information regarding the financial considerations of this project. A cost analysis of the construction requirements for building the parking garage with structural capacity for future development of uses above the parking; and an analysis of the costs to sink the parking structure into grade were requested. As of the writing of this report, that analysis has been initiated but is not yet complete. When it is finished, an addendum report will be provided to the Planning Commission.

**BACKGROUND****Municipal Use Master Site Plan.**

Approval of a Municipal Use Master Site Plan is needed prior to Development Review Board approval. The Planning Commission makes a recommendation to the City Council regarding the proposed master site plan.

The site plan shows the footprint of the proposed parking garage, along with circulation routes for automobiles and pedestrians. Residential, retail or other uses may be considered at a future time.

**Context.**

This site is located west of Scottsdale Road and south of 5<sup>th</sup> Avenue. The surrounding property is zoned Central Business District (C-2) and Downtown/Retail Specialty Development Type 1 (D/RS-1).

**General Land Use Plan**

The General Plan recognizes this area as Mixed Use Neighborhoods. This designation recognizes the Downtown Plan, which, in turn, designates this site as Retail Specialty Development Type 1 (RS-1). This category includes retail specialty shopping uses and regional tourist attractions. Parking areas support the uses and activity recommended by the Downtown Plan.

**Zoning.**

The site is currently zoned Central Business District (C-2), which allows a variety of office and retail uses, including parking.

**APPLICANT'S  
PROPOSAL****Goal/Purpose of Request.**

The site is currently improved with a 187-space, surface parking lot. Depending on final design, the proposal is to build a parking garage that will increase the available spaces to offset the deficit. The parking garage will also include restrooms, bicycle and pedestrian facilities.

**Applicant's Analysis of Use Alternatives**

There is mixed-use development in the Downtown, and the Downtown Plan supports concepts for integrating retail, office, and residential uses. During the application review, some private parties and Planning Commission members expressed interest in implementing those concepts on this property in conjunction with the parking garage. Some of the ideas included underground parking, retail on the first floor, and upper level residential development.



The site is a City owned property and City funded development. Additional funding would need to be identified for structural design and construction of the parking garage to support additional floors within which other uses could be housed. A partner relationship would need to be established with the interested party if a serious development proposal was put forward for combined uses, and that would add a significant amount of time to the construction of the parking garage.

**Key Issues.**

- Provide parking for the existing demand;
- Make parking available for future parking needs as unoccupied buildings are filled; and
- Provide parking for future growth in downtown.

**IMPACT ANALYSIS****Downtown Development.**

This site is located in the 5<sup>th</sup> Avenue area of the Downtown with nearby retail shops and galleries, restaurants, and nightclubs. About 71% of the existing buildings in this area are occupied. There is interest in making use of the vacancies and additional parking in this area would promote that investment.

Current significant Downtown development projects include the canal bank improvements and the Waterfront project on the north side of the canal. These projects may spur more development interest that will result in a more vibrant, active downtown.

**Parking.**

This property is currently being used as a surface parking lot that contains 187 spaces. The parking lot was built by contributions to an assessment district formed by properties in the adjacent Fifth Avenue District. The existing 187 spaces will be incorporated into the proposed 400 parking garage spaces. The garage project is not expected to affect existing on-street spaces or adjacent private parking spaces.

A recent occupancy study (Walker Parking Consultants, November 2002) concluded that the ability of the existing parking supply to accommodate parking demand is marginal during peak hours. However, during daytime hours the parking supply is adequate because of low (71%) occupancy rates of the buildings located in this area.

The actual peak hour deficiencies may be greater because the calculated deficiencies do not take into account that the majority of private daytime business lots are signed as “closed” to nighttime use. Currently, the nighttime deficiency is being handled through valet parking, which leases many, but not all, of the private parking spaces. In addition, the parking study, business owners, and staff have confirmed that on busy nights cars are being illegally parked on private spaces when the public facilities are full.

**Traffic.**

The new garage is not a destination itself; hence, it does not generate vehicle trips. Instead, it captures vehicle trips generated by all the adjacent district businesses and provides parking spaces for those vehicles near their

destinations.

**Policy Implications.**

Each zoning district requires that individual properties provide adequate parking for their uses based upon an established parking ratio. Historically, in order to meet parking requirements, properties in the downtown area have relied upon a combination of parking solutions made available by the City through assessment districts and the Zoning Ordinance.

**Community Impact.**

The Municipal Use Master Site Plan does not assign individual parking spaces to any properties. Approval of a parking garage at this location facilitates the provision of parking spaces available for visitors to the downtown area, and increases the available parking supply in order to help meet parking demands.

**Community Involvement.**

An open house meeting was held twice on April 17, 2003. There were 17 people who signed the attendance roster. The comments received indicate overall support for the parking garage. The comments also demonstrate a desire for public restrooms/services, a desire to minimize the parking garage height by placing parking underground, and a desire to have construction completed in a timely fashion.

**OPTIONS AND STAFF  
RECOMMENDATION****Recommended Approach:**

Staff recommends approval, subject to the attached stipulations.

**RESPONSIBLE  
DEPT(S)**

**Planning and Development Services Department**  
Current Planning Services

**STAFF CONTACT(S)**

Kira Wauwie AICP  
Project Coordination Manager  
480-312-7061  
E-mail: kwauwie@ScottsdaleAZ.gov

**APPROVED BY**

---

Kira Wauwie AICP  
Project Coordination Manager  
Report Author

---

Randy Grant  
Chief Planning Officer

**ATTACHMENTS**

1. Applicant's Narrative
2. Context Aerial
- 2A. Aerial Close-Up
3. Land Use Map
4. Zoning Map
5. Stipulations
6. Traffic Impact Summary
7. Citizen Involvement
8. Site Plan



City of Scottsdale

# PROJECT NARRATIVE FOR CITY INITIATED PROJECTS



- ☒ Rezoning  
☐ Use Permit  
☐ Development Review  
☐ Master Sign Programs  
☐ Text Amendment
- ☒ Other *MUMSP*

Case # 264 / 264 -PA- 02 # 1

Project Name Fifth Avenue Parking Structure

Location Between Fifth and Third Ave  
at Craftsman Court

Applicant Marteline Clemann

Ordinance Section \_\_\_\_\_

## SITE DETAILS

Proposed Zoning: P-2

Existing Zoning: C-2

Parcel Size: \_\_\_\_\_

Height: \_\_\_\_\_

Parking Required: \_\_\_\_\_

Parking Provided: \_\_\_\_\_

# Of Buildings: \_\_\_\_\_

Setbacks: N- \_\_\_\_\_ S- \_\_\_\_\_

E- \_\_\_\_\_ W- \_\_\_\_\_

In the following space, please describe the project or the request

To construct a new downtown Parking Structure at the existing surface parking lot between Fifth and Third Avenues.

ATTACHMENT #1

(If an additional page(s) is necessary, please attach.)

4-UP-2003





# 5<sup>th</sup> Avenue Municipal Use Master Site Plan

**4-UP-2003**

ATTACHMENT #2





Q.S.  
17-44

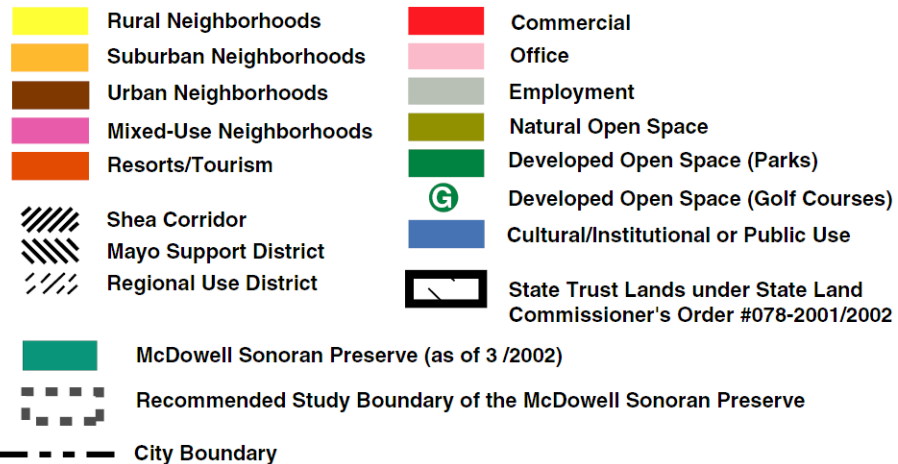
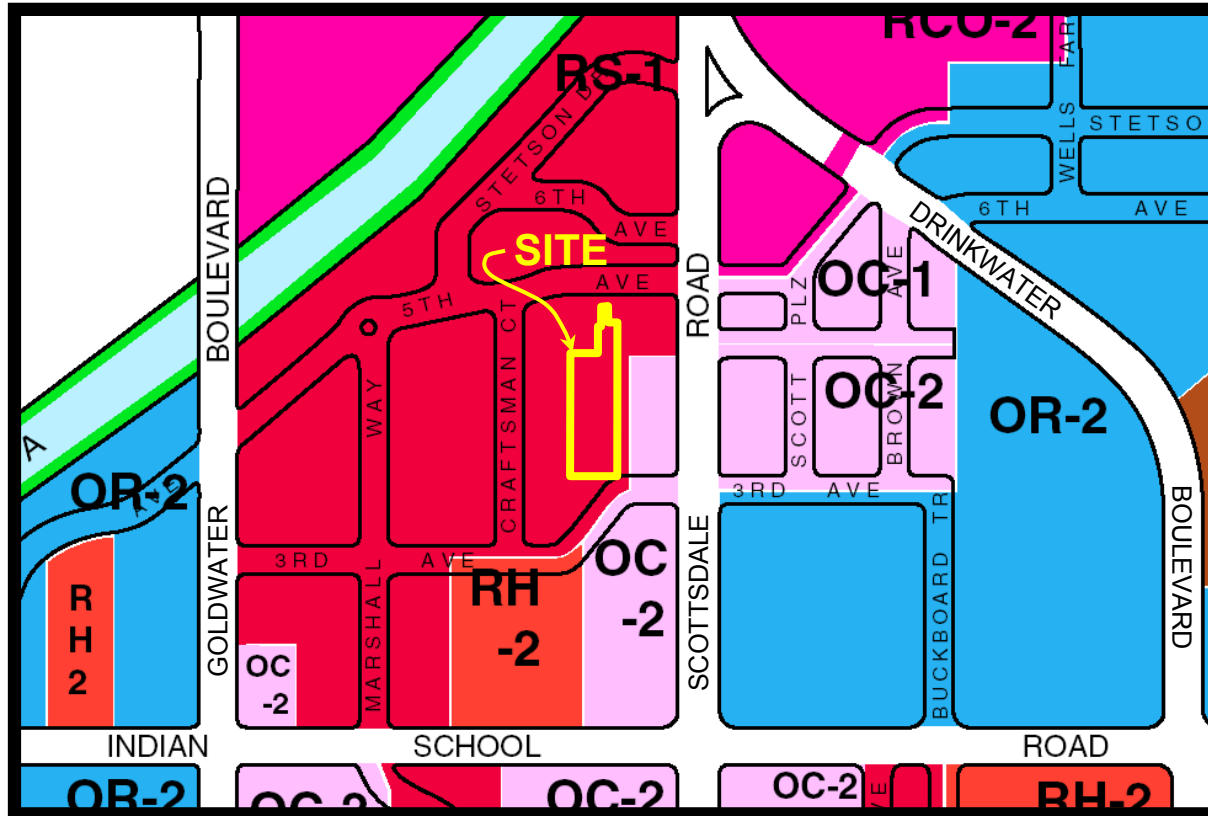
G.I.S. ORTHOPHOTO 2002

# 5<sup>th</sup> Avenue Municipal Use Master Site Plan

4-UP-2003

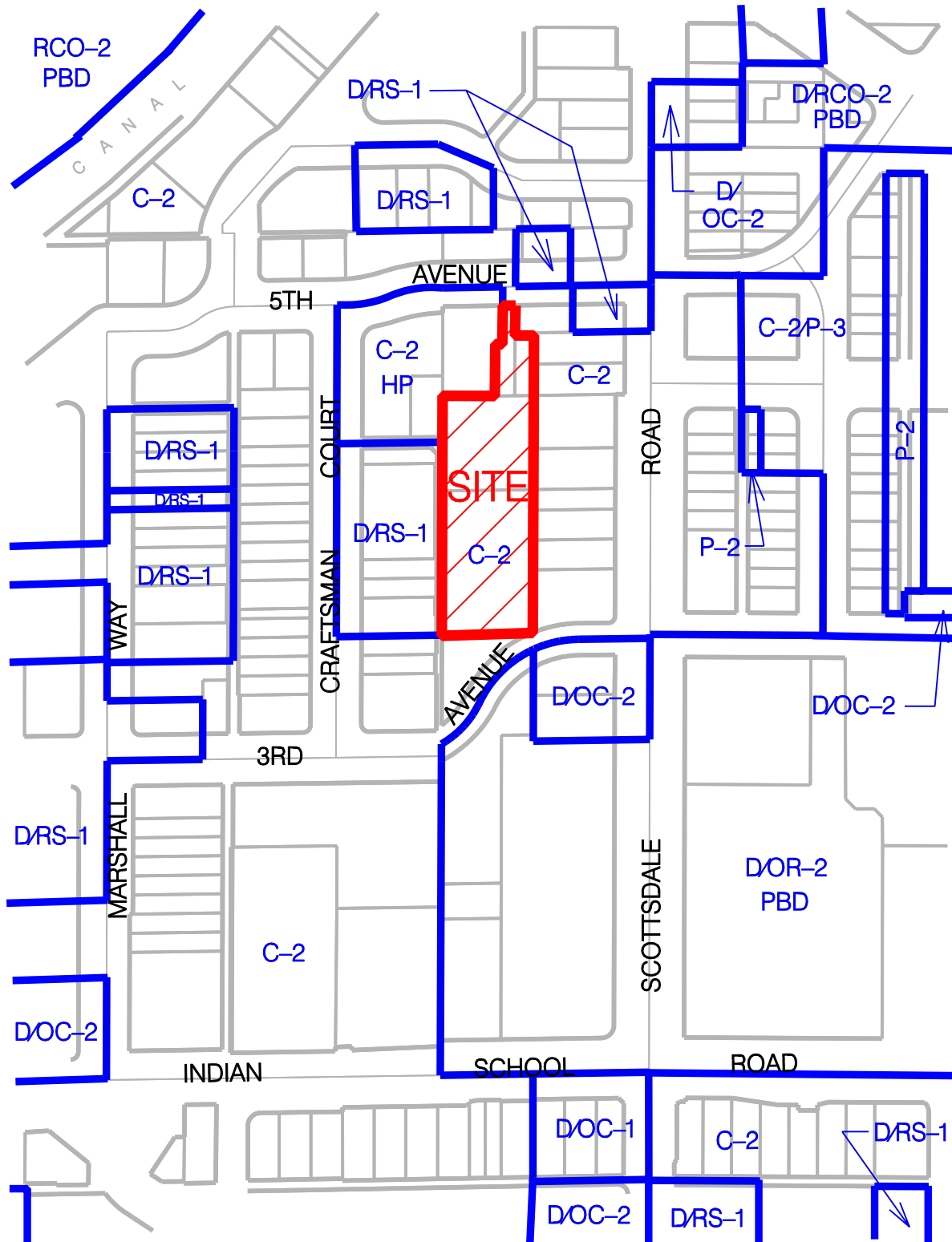
ATTACHMENT #2A

# General Plan



**4-UP-2003**

**ATTACHMENT #3**



4-UP-2003

ATTACHMENT #4



## **STIPULATIONS FOR CASE 4-UP-2003**

### **PLANNING/ DEVELOPMENT**

1. CONFORMANCE TO SITE PLAN. Development shall conform with the site plan submitted by KPFF Consulting Engineers and dated 4 April, 2003. These stipulations take precedence over the above-referenced site plan. Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.

**Traffic Impact Summary**  
**4-UP-2003**  
**5<sup>th</sup> Ave. Garage**

Background

On June 24, 2002, staff presented the City Council with a status update of the Canal project including the results of a technical evaluation and preliminary costs for a garage structure in the Fifth Avenue District. In the discussion that followed, council reaffirmed their support for the Fifth Avenue garage, and gave staff direction to consider other sites downtown for parking facilities. Subsequently the Fifth Avenue Garage was separated from the Canal project, and folded into the downtown Scottsdale Parking Program.

Walker Parking Consultants (November 2002) conducted a parking occupancy study for a major portion of downtown Scottsdale. The study results indicated that the ability of the existing parking supply to accommodate parking demand was marginal during peak hours, in the Old Town and 5<sup>th</sup> Avenue/Marshall Way Districts.

At the time of the study, the Fifth Ave. District building vacancies represented 71 percent of all downtown study area vacancies. It is because of the high vacancy rate in this district that daytime supply is adequate at this time. Were it not for the vacancies, the daytime parking deficiency would be worse than it is. It was calculated that the existing parking supply deficiency was only 38 spaces for the evening peak hour. In fact, if each vacant building were filled by the same business as before the vacancy occurred, the district would be deficient 356 spaces. Currently, the evening deficiency is being handled through the valet program, which leases many, but not all, of the district's private parking spaces. In addition, on busy nights in the district, cars are being illegally parked on private spaces when the public facilities are full.

Staff returned Council on October 15, 2002 and presented the results of a parking study and recommended a program of capital projects, parking operational improvements and a budget. The \$9.6 million budget included Transportation CIP funds (restricted to use for transportation related projects) as a major component. Following the direction of Council, Transportation Department staff finalized the planning process, initiated the design process, and is moving toward developing construction documents utilizing an internal and outside consultant team.

Existing Conditions

The site is located between Scottsdale Road and Craftsman Court, and between Third Avenue and Fifth Avenue in the downtown area. The 1.6-parcel property is currently being used as a surface parking lot that contains 187 spaces. The parking lot spaces were built from assessment district funding by the surrounding Fifth Avenue District businesses.

Proposed Development

The proposal is to construct a two-story parking garage in place of the existing surface parking lot. The existing 187 spaces will be incorporated into a 250-450 space garage. The garage project will not be detrimental to the existing on street or private parking spaces. A municipal use master site plan is required to allow the proposed parking structure on the site.

Summary

The new garage is not a destination itself; hence, it does not generate vehicle trips. Instead, it captures vehicle trips generated by all the adjacent district businesses and stores those vehicles near their destination. The district businesses have been assessed and charged for parking needs generated, as required, for their business use permits.



The purpose of the garage is to provide parking: 1) for the existing surface lot vehicles; 2) for future parking needs as building vacancies are filled; 3) for future growth in downtown; and 4) to reduce illegal parking.

# OPEN HOUSE SIGN IN

NAME	ADDRESS	PHONE
Fred Unger	7154 E. Stetson, Scottsdale	480-874-1002 x11
Ponder Rogers	7078 E 5th Avenue, Scottsdale	
Joel Schwartz	7070 E 5th Avenue, Scottsdale	
Warren M Silver	4130 N. Marshall Way, Scottsdale	
Cindi M Hoffman	7044 E %th Avenue, Scottsdale	
Patty Badenoch	5027 N 71st Pl, Scottsdale 85253	
Betsy Hendricks	4130 N Marshall Way, Scottsdale	
Janet Harris	6939 5th Avenue, Scottsdale 85251	
Sam West	8160 N Hayden, J210, Scottsdale 85258	
Sonnie Stevens	8507 E Highland, Scottsdale 85251	
Darin Simmer	2705 N Greenfield, Phoenix 85006	602-809-7595
Nussbaum	13054 N 94th Pl, Scottsdale 85260	480-451-8997
Norm Tang	802 E Braaeburn Dr Phoeix 85022	
JoAnn Handley		480-946-0394
Lorraine White		480-991-3026
Rich Summer		480-945-6794
Rewier Luedelke		480-837-2390

## Fifth Avenue Parking Structure Comments

1. RR – North Side
  - 2 No Street Events during construction \* **Really important**
  - 3 Loading Zone at North end
  - 4 Valet Parking in one location only during construction (mall)
- Darin Simmer  
2705 N Greenfield Rd.  
Phoenix, AZ 85006

This parking is vitally needed for the 5<sup>th</sup> Avenue area. The concept presented addresses this problem at least to some extent

JoAnn Handley

The view of the cost considerations perhaps in this case, the 36 would not look so bad especially since the parking garage will be pretty much blocked in by other buildings.

Patty Badenoch  
5027 N 71<sup>st</sup> Pl  
Scottsdale, AZ 85253

Should keep restroom at the 5th and Stetson and still add the two on the new structure.

I would rather see a 1<sup>st</sup> level below ground and only 2 levels above ground.

Incorporating services ie trolley stops, water fountains, restrooms

Joel Schuartz  
7070 E 5<sup>th</sup> Avenue

We prefer 2 level parking with below ground. We have concerns with loading in alley. Thanks for the effort. This is very encouraging.

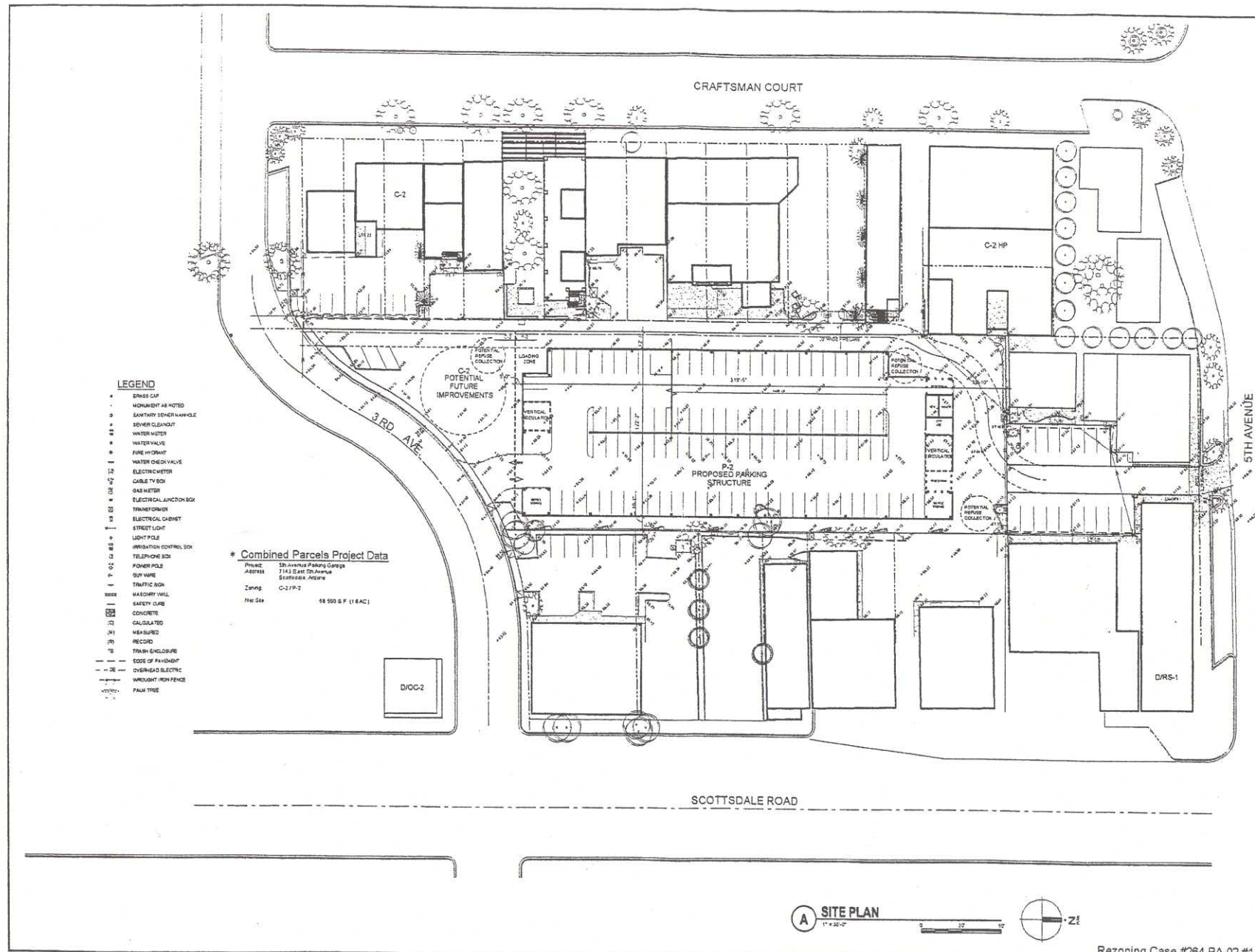
Rolf & Kris Gruller  
Framers Workshop  
4161 N Craftsman Court

I think you should consider going down a story (underground)

However, it's not bad the way it is

JUST GET IT DONE!

Janet Harris  
6939 5<sup>th</sup> Avenue



**DFDG**

• Architecture  
• Planning  
• Interiors

**DICK & FRITSCHÉ  
DESIGN GROUP**

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Phoenix, Arizona 85008  
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www.dfdg.com



City of  
Scottsdale  
Parking  
Structures

Scottsdale, Arizona

Schematic Design

**ATTACHMENT #8**

DFDG Project # 0301

**SITE PLAN**

**4-UP-2003**

**A1.1**  
Sheet Number

Rezoning Case #264-PA-02 #1